



SOCIETY OF GRAIN ELEVATOR SUPERINTENDENTS IN SESSION

Part of the crowd that came to New Orleans for the 21st annual convention have group picture taken in Gold Room of Roosevelt Hotel as they await call to order.

GRAIN

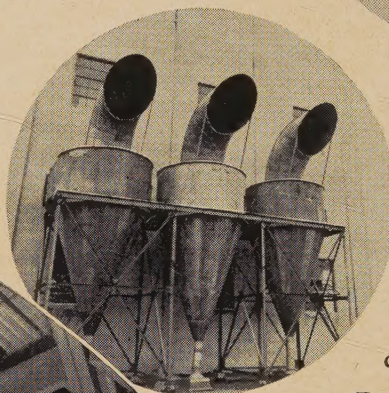
MARCH, 1950

THE MAGAZINE OF PLANT MANAGEMENT AND OPERATION

Another **KIRK AND BLUM** dust control installation

Ralston Purina Company grain elevator dust control installation, Bloomington, Ill. All the dust points are exhausted by the Kirk and Blum system.

Large illustration, bottom, shows the point where the grain is unloaded from railroad cars, the grain falling through the grating as shown to conveyor system below. This takes care of the dust created when the grain is dumped into this pit. Top photo shows the three cyclones used in conjunction with the general dust control installation in the plant.



Kirk & Blum is supplying Dust Control Systems to an ever-growing number of elevators and flour, corn, feed and cereal mills.

Properly designed hoods, streamlined junction fittings with low frictional loss in piping, and dust collectors, designed specifically for the separation of grain dust . . . installed with the skill gained only in long experience . . . are the answer to your problems.

When you select a Kirk & Blum Dust Control System, you have one undivided responsibility—one complete contract for an installed system, ready to operate. Kirk and Blum engineering specialists survey your needs, design the system; fabricate it (equipment excepted) to fit your needs; and then supervise the installation by mechanics with years of specialized experience.

IF YOU'RE PLANNING A NEW OR REPLACEMENT SYSTEM, "CALL ON K & B FOR ALL THREE" . . .

DESIGN

FABRICATION

INSTALLATION

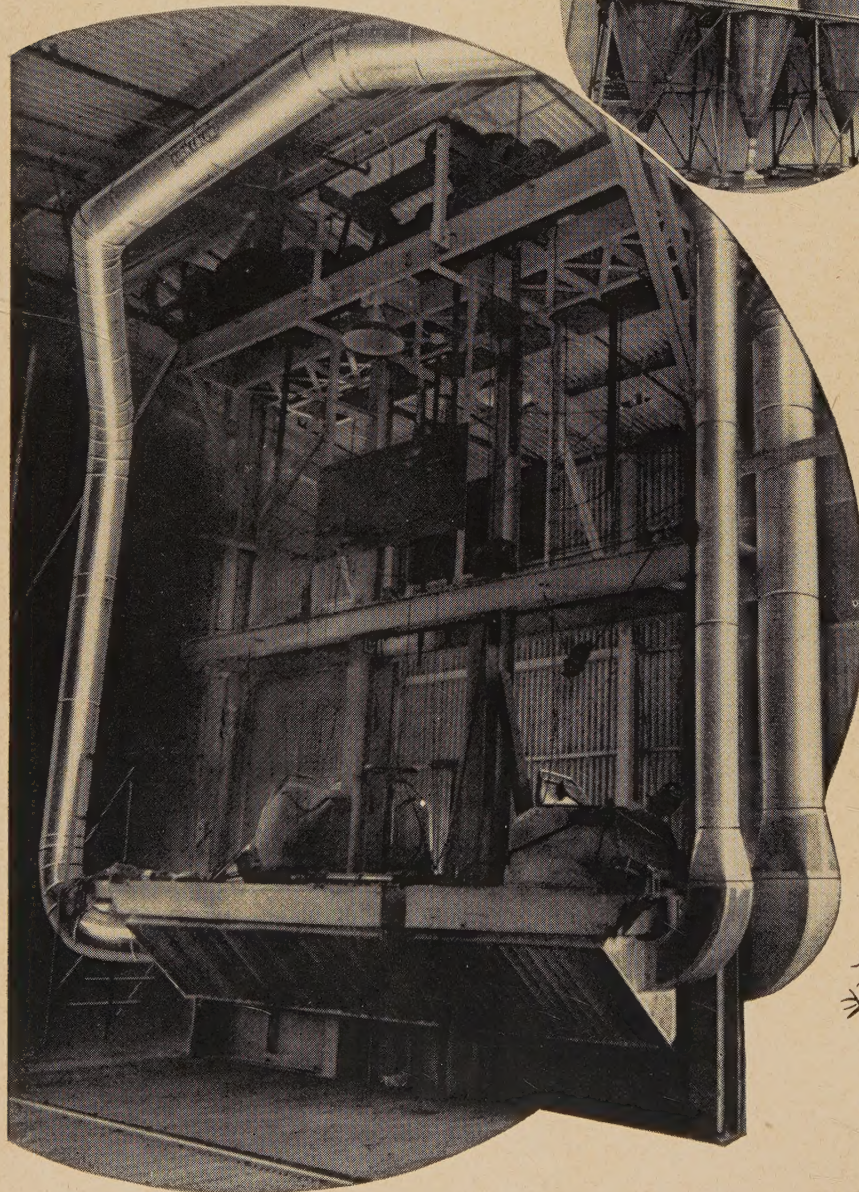


FOR CLEAN AIR . . . THE **INVISIBLE** TOOL

KIRK AND BLUM

DUST CONTROL SYSTEMS

THE KIRK & BLUM MFG. CO., 2914 Spring Grove Ave., Cincinnati 25, Ohio.

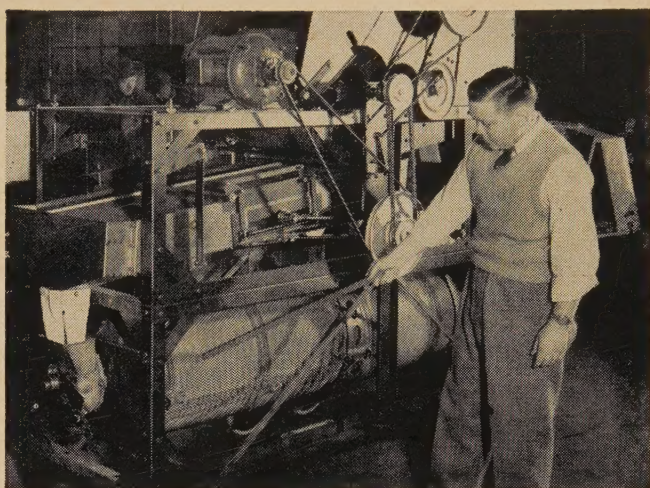




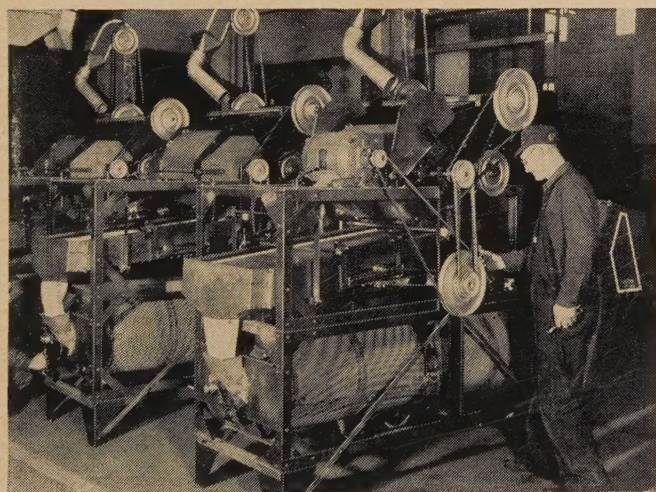
"This new SUPERIOR 3-purpose machine cleans and grades all grains farmers raise!"



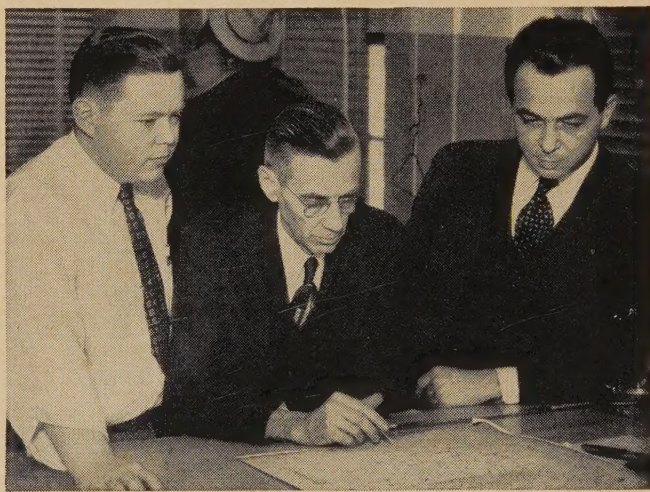
TRIPLE ACCURACY... the *only* machine that handles width, thickness and length separations! Versatile SC25 Seed Machine combines air, screen and cylinder separation. Clovers, grasses, rice, cereal grains, beans, soy beans, corn, and vegetable seed move through a total of five separations: air liftings, scalpings, long grain, medium grain, and small seeds or cross broken grain.



UNEQUALLED FLEXIBILITY. Quick-change screens and cylinders, simple controls mean fast, tailor-made grading and separating. Positive seed and air control. Requires only 1½ HP. motor for peak performance. Variable pitch on screens from 6 to 12 degrees. New all-metal design features elimination of all chains, sprockets and gears from positive belt drive. Another Superior "first"!




EXTRA CAPACITY. 15-30 bushels of seeds per hour; 75-125 bushels of grain... that's what the SC25 Seed Machine gives you. And it takes up a space only 89" by 100" with its hoppers and elevators in place! Traveling rubber brushes under screens permit sustained high-speed operation without blinding. Fast revolving shafts are equipped with ball bearings for trouble-free operation.



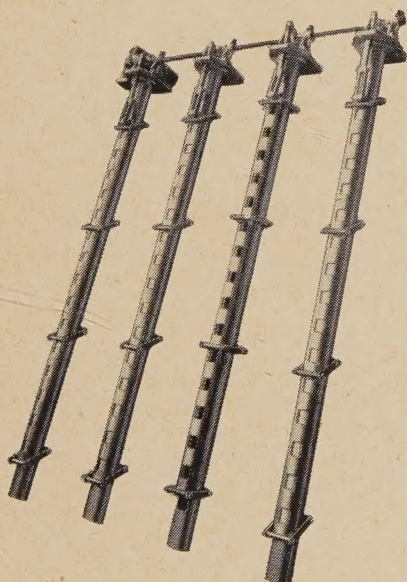
THE BEST INSTALLATION for *your* needs... that's what you get from Superior every time. Your machine is guaranteed to fit your local grain conditions, working space, and capacity requirements. Superior makes sure you're satisfied before you pay... and keeps you satisfied with quick, helpful service backed by 20 years' experience in producing the finest in farm equipment.

WRITE for Superior's Installation Proposal Form and full details about Superior's complete line of machines for precision cleaning, grading, scalping and aspirating of grains and seeds.

SUPERIOR
SEPARATOR  **COMPANY**
Hopkins Minnesota

CASH IN NOW on the ACCURACY of a SEEDBURO

Automatic Sampler!



You can help yourself to greater profits immediately by installing a SEEDBURO AUTOMATIC SAMPLER. It's designed to obtain a CORRECT AND TRUE SAMPLE of grain from cars or cargoes—loading in or out.

One elevator reports: "No matter how unevenly cars are loaded, the Seedburo Automatic Sampler gets a PERFECT AVERAGE SAMPLE." And, like many other elevator operators, you'll find, too, that the SEEDBURO AUTOMATIC SAMPLER provides the only sure way of getting a TRUE, AVERAGE sample from an unevenly loaded or "plugged" car of grain, seed, meal or feed! Send for descriptive literature . . . today!

SEEDBURO

726 Converse Building., Chicago 6, Illinois



MARCH
1950

Publication Office
327 So. La Salle St.
Chicago 4, Illinois
Phones—WAbash 2-3111 - 2-3112

THE MAGAZINE OF PLANT MANAGEMENT AND OPERATION

DEAN M. CLARK, Publisher
NEWTON C. EVANS, Editor
FRANK J. SLEPICKA, Advertising
Director
H. M. DESCH, Circulation Manager

REPRESENTATIVES

New York (17)	K. C. PRATT
50 E. 42nd St.	MURray Hill 2-3737
Chicago (10)	DWIGHT M. BLISH
100 W. Chicago Ave.	SUPERior 7-8734

SUBSCRIPTION

1 year \$2.00	3 years \$5.00
Overseas \$3.00	Single Copy 25c

Let Our Advertisers Serve You

Arco Company, The	5
Bolton & Co., John D.	
..... Back Cover	
Burmeister Co., L.	28
Burrows Equipment Co.	27
Classified Ads	30
Day Co., The	24
Delivuk & Co., Louis	21
Dominion Magnesium Ltd.	6
Flour City Brush Co.	30
Great Lakes Steel Corp.	29
Grain & Feed Journals Cons.	31
Imperial Belting Co.	25
Jones-Hettelsater Cons. Co.	30
Kirk & Blum Mfg. Co.	2
Light Alloys, Ltd.	6
Many & Co., B. J.	16 and 17
Robertson Co., H. H.	4
Screw Conveyor Corp.	26
Seedburo Equipment Co.	4
Structural Waterproofing Co.	19
Superior Separator Co.	3
Weller Co., B. I.	22
Wiedenmann & Son, W. C.	23
Willis Corporation, K. I.	30

DON'T LET X Mark the Spot

FOR EFFECTIVE DUST AND GAS PROTECTION

ROBERTSON Explosion Ventilators

WILL

Remove the more explosive fine dust from the leg by continuous gravity action

WILL

Release pent-up gases and flames in case of an explosion

WILL

Minimize the possibility of a secondary explosion by continuously venting gases

ROBERTSON Ventilation Engineers

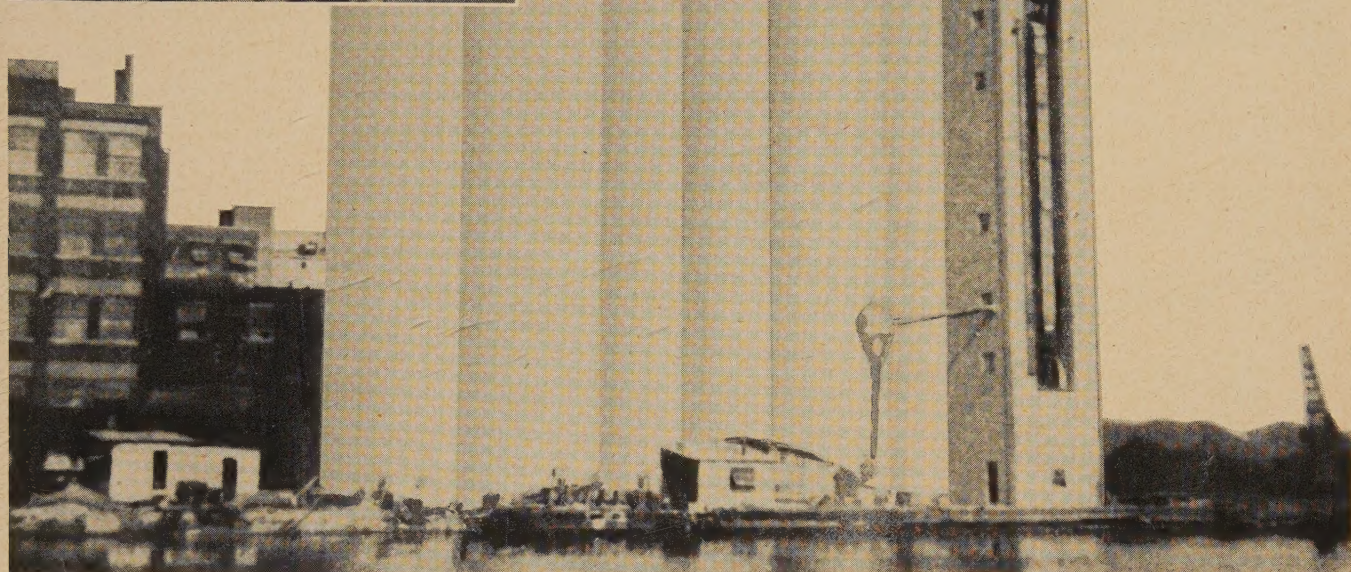
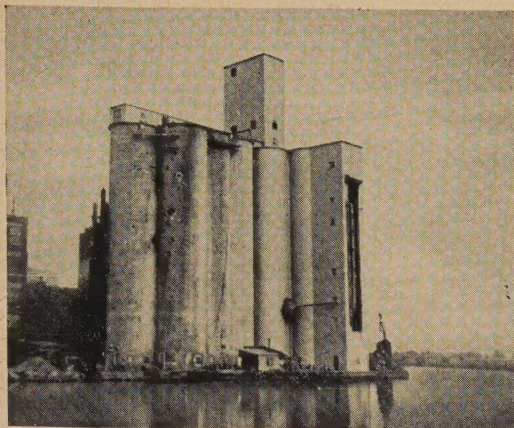
WILL

Inspect your elevator and recommend proper sizes and number of ventilators to secure maximum protection at minimum expense.

Write Now for Details

H. H. ROBERTSON co.

Farmers Bank Building
Pittsburgh, Pa.



BUILDINGS CAN'T HIDE FROM THE WEATHER...

That's an "elemental" fact!

Concrete, stucco and other masonry building surfaces must be protected... long-term protection that can shrug off weather's worst. Otherwise, there's plenty of trouble ahead.

Dum Dum Masonoc is the answer!

Back of its thick, tough, elastic and self-healing surface are many of the most important milling buildings in the United States and Canada. Time-tested and experience-proved, Dum Dum Masonoc protects buildings by sealing every surface crack. Result? Moisture seepage stopped; the need for much costly reconstruction averted.

Let's take a look at your buildings...

See those tiny cracks? Danger signals! As they become larger they'll penetrate deeper. Sun, wind, rain, snow and ice take their costly toll. Each open crack is a pipeline of destruction... to your buildings and their valuable contents.

Bring your problem to Arco today!

Act now! Give your buildings a new lease on life. Get all the facts about Dum Dum Masonoc in an interesting booklet available without charge or obligation. Address Dept. G-3. Ask for the names of experienced appliers operating in your vicinity. Write, wire or call Arco today!

® "Dum Dum" is a registered trademark of The Arco Company.

DUM DUM MASONOC OFFERS THESE 4 BIG ADVANTAGES

INSULATES... Applied 1/16" to 1/8" thick; insures extra insulation and protection.

STAYS PLIABLE... Expands and contracts with ordinary movement of building surfaces.

FILLS CRACKS... Eliminates the chief source of destructive surface deterioration.

HEALS ITSELF... If outer surface is bruised or broken, the under-surface hardens at point of abrasion.



Paints, Lacquers,
Varnish, Enamels,
Protective Coatings

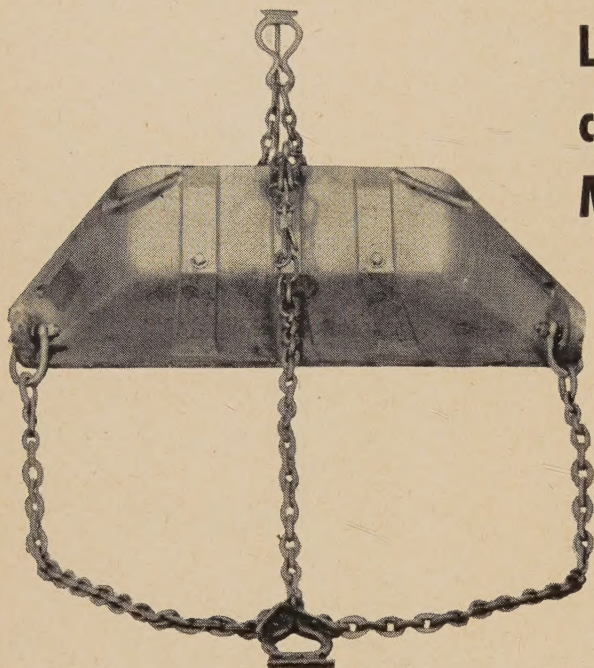
TRADE MARK

TESTED FIRST TO MAKE IT LAST!

THE ARCO COMPANY • CLEVELAND • LOS ANGELES

CAST MAGNESIUM GRAIN SHOVELS CUT LABOUR COSTS

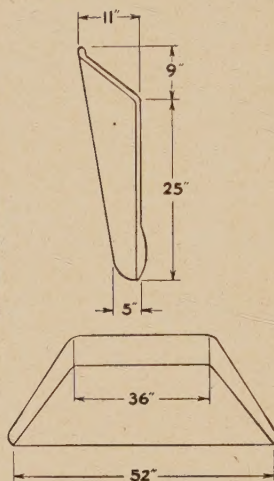
Leading Canadian operator reports 14% cut in labour costs after installation of Magnesium Shovel System.



POWER GRAIN SHOVEL

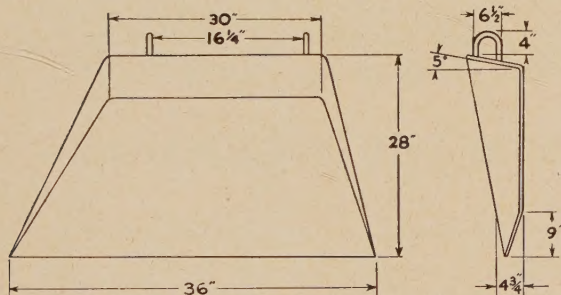
Total Weight of Magnesium Shovel 140 pounds

Total Weight of Steel Shovel 240 pounds



Exhaustive tests under actual operating conditions have proven beyond a doubt that Magnesium shovels and rigging blocks are more economical than any now in use in North America.

Patterns exist for shovels and blocks of sizes indicated. Other sizes available to volume buyers.



MAGNESIUM RIGGING BLOCK

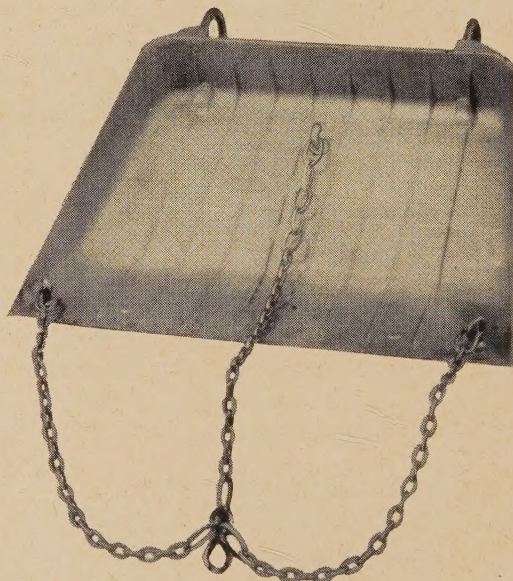
Weight of Magnesium

Rigging Block 33 1/2 pounds

Weight of Steel

Rigging Block 68 pounds

Magnesium rigging block sheave uses Torrington needle bearings. With hemp rope a magnesium sheave is used, with wire rope — a cast iron sheave.



CLEANUP SHOVEL

Weight of Magnesium Shovel 28 pounds

Comparative Weight of Steel Shovel 42 pounds

This Magnesium cleanup shovel is designed to replace wooden shovel now in common use.

FOR FURTHER
DETAILS... Write or Wire

LIGHT ALLOYS LIMITED

RENFREW — ONTARIO — CANADA

Subsidiary of Dominion Magnesium Limited. . . .

320 Bay Street, Toronto, Canada

The Society Celebrates Its 21st Birthday

Coming-of-Age Convention in New Orleans

One of the Best-Covering All Phases Of Grain Elevator Operation

THERE can be only one verdict: The 21st annual SOGES meeting at New Orleans was a success from all standpoints. Considering the distance to be traveled by most members, the attendance—approximately 250—was surprisingly good. The weatherman turned on the sunshine and everyone basked in the springlike warmth.

The dates—Feb. 28 to Mar. 3—immediately followed Mardi Gras and there was some anxiety about hotel accommodations. However, in spite of many stay-over Mardi Gras visitors, the hotels were able to take care of the SOGES crowd very well, although the members had to be allotted to different hotels. Early registrations were taken care of in the Roosevelt where all sessions were held. Since other hotels were within easy walking distance there was little inconvenience on this score.

Like all other SOGES conventions, the main features of this meeting were the panel discussions, embracing topics in which the elevator superintendents are most interested. Many of these discussions will appear in full in later issues.

What we are going to do here is to give a brief running report with the highlights of the convention. Elsewhere in this issue will be given summaries prepared by the Records of the various discussions.

The new officers and directors are listed in another column. The Directors chose Buffalo for the next meeting place in April, 1951.

The first day was taken up with registration and a Board of Directors meeting. The main proceedings started with a get-acquainted luncheon on Tuesday, following which the superintendents got down to business. Pres. Charles J. Winters of the Public Grain Elevator, New Orleans, introduced the welcoming speaker, Eldon Lazarus, General Counsel Board of Port Commissioners.

Welcome To New Orleans

Mr. Lazarus pinch-hitting for Mayor "Chep" Morrison (who was busy with an election that day) referred to the individuality of the city, hoping that they would all carry away pleasant memories of it. He went on to say: "The real heart and soul of the city is its river front. Out of each dollar made in New Orleans, 70 cents is

from the port. It is second only to the port of New York. It has the second Commodity Warehouse. The Foreign Trade Zone is also highly important because foreign shipments can be stored here and re-shipped out of the United States without paying a tariff."

He also praised the Public Grain



PRES. WARD E. STANLEY
Standard Milling Co., Kansas City, Mo.

Elevator and its capable handling by Supt. Winters, pointing out too that it had the largest wharf in the world for exclusive handling of grain.

Leslie C. Irwin, Searle Terminal Ltd., Ft. William, Ont. made an able response and said the trip down here had given him a new view of fraternalism and the brotherhood of man.

The Year's Work

Pres. Winters reviewed the work of the year. Important things were the final edition of the Safety Code for Cableways; advances in drying grain, which must be extended because of the growth of hybrid corn business. Car unloading is still going to be down more cheaply especially for

those who do not have car dumpers. Paper grain doors are still "on the spot" with many superintendents.

He believed a new SOGES chapter would soon be started by the central Kansas superintendents. Other chapters are proposed for Amarillo, Texas; the Pacific Northwest; Atlantic Seaboard. Secy-Treas. Dean Clark read a brief financial statement showing a balance in the Treasury of over \$1600 which is about double what it was last year.

Memorial Tribute

The names of members who had died during the year were read. Everyone stood in silent tribute to the following departed ones: Grover C. Meyer, K. C. Power & Light Co., Kansas City, Mo.; John H. Irwin, Western Grain Co., Ltd., Ft. William; A. D. McPherson, Huntley Mfg. Co., Chicago; Delmond Sensenbaugh, Spencer, Kellogg & Sons, Decatur, Ill.; Jake C. Kintz, J. C. Kintz Co., Cedar Rapids, Iowa.

Car Unloading

Oscar W. Olsen, Hart-Carter Co., Minneapolis was moderator at the car unloading discussion. Clifford W. MacIver, Minneapolis, chairman of car unloading committee had nothing to report but said that research of various devices was continuously going on. Paul Christensen, Minneapolis said it was a live issue and operators were keenly interested.

Car Dumpers

In some of the plants, a car dumper was regarded as too expensive. Leslie Irwin, Ft. William, declared the space was important. A dumper should be designed to fit into low head room and at low cost.

Mr. Lovett, Link Belt Co., boiled down the present cost to about 45 cents per lb., still too high for some elevator owners. He said he was anxious to know how many cars per hour they want. Present car dumpers handle about 10 cars. Some apparently want 15 cars. A dumper of 3, 4 or 6 cars per hr. can be developed at much less expense.

Pres. Winters said they needed dumpers to be installed in units in existing pits, to unload in the same time as with existing gangs—about 30 minutes. Leslie Irwin insisted that



Secretary Dean Clark (seated), Chicago, and Paul Christensen, Van Dusen Harrington, Minneapolis (at microphone).

car dumpers should give better time than manual handling.

Signode Grain Doors

Robert R. Bredt, Minneapolis, presided over the session on Signode Grain Doors and C. A. MacIver, Minneapolis reported for the committee that a questionnaire sent out to members brought only 36 responses. Of these 12 thought unloading took less time with the Signode doors and 24 said "no." In 8 plants the men liked them better, the other plants "no."

The accident record was reported to have suffered set backs in a majority of answers but opinions were about equally divided on losses from leaky cars.

Wallace Clark, Anheuser-Busch, Springfield, Mo., was the leader of those favorable to Signode grain doors. He contended that his men liked them better, there are not too many car doors ruptured and unloading time was greatly reduced.

Dust Explosions

Paul Christensen, Chairman of Dust Explosion Hazards Committee reported informally for that committee, urging co-operation of members in the work. He said that rules and regulations for preventing dust explosions had been compiled in booklet form by the National Fire Protection Association and copies can be obtained at a very nominal price.

Charlie Harbin, Underwriters Grain Association, Chicago said that SOGES chapters have been requested to send in suggestions to the committee. Many of these so far received are in relation to grain driers and have been incorporated in the new code. The work as yet he said, is largely preliminary and it is very important to contribute ideas.

Corn, Milo and Kaffir

"Corn, Milo and Kaffir" was the topic discussed by the following

panel: Paul H. Christensen, Van Dusen-Harrington Co., Minneapolis; Jerry Lacy, Westcentral Co-operative Grain Co., Omaha; O. B. Duncan, Salina Terminal Elevator Co., K. C., Mo.; Felix Schwandner, Evans Elevator Co., Champaign, Ill.; H. L. Heinrichson, Terminal Grain Corp., Sioux City, Ia.; M. M. Darling, The Glidden Co., Indianapolis; Clarence E. Goetz, Continental Grain Co., Buffalo; Clifford A. MacIver, Archer-Daniels-Midland Co., Minneapolis.

This was discussed at length as was the later "Maintenance and Repairs" symposium in which the following took active part: Herman Kroloff, Allied Grain Co., Phoenix, Ariz.; H. L. Heinrichson, Terminal Grain Corp., Sioux City, Iowa; Harry Hanson, The Glidden Co., Chicago; Fred Sibbald, National Grain Co., Ltd., Fort

William; Claude Darbe, Simonds-Shields-Theis Co., Kansas City, Mo.; Clarence C. Bach, Archer-Daniels-Midland Co., Minneapolis.

It developed that little maintenance is required before elevator gets to be 4 or 5 yrs. of age. Herman Kroloff, Phoenix said his conveyor belts installed in 1934 are still good. The elevator belts have to be replaced oftener because of wear at head end. Chokeups cause more broken cups than tramp iron. Rubber liners for spouts were generally preferred.

Magnesium power shovels not only cut the cost of maintenance but are much easier on labor. Butt splices on leg belts with metal fasteners were found to be increasing popular.

"Soybeans and Flax" was a topic discussed by the following panel: M. M. Darling, The Glidden Co., Indianapolis; Rollo D. Ladd, The Drackett Co., Cincinnati; Chas. Crowley, Archer-Daniels-Midland Co., Duluth, Minn.; Walter Suever, Delphos (Ohio) Grain and Soya Products; Harry Hanson, The Glidden Co., Chicago; Leslie Irwin, Searle Terminal, Ltd., Fort William, Ont.; Clarence Bach, Archer-Daniels-Midland Co., Minneapolis; H. L. Heinrichson, Terminal Grain Corporation, Sioux City, Iowa.

Safety Work

As usual the Safety Session was most actively participated in. Walter Teppen, Minneapolis, presided and reviewed safety work. He called attention to introduction of television and said perhaps this would be an educational factor in safety programs in the near future.

New help must be trained in safety work. This has been harder in recent months on account of low-grade help — a situation that is now improving. It was emphasized that employe safety meetings be held from time to time and that older employes instruct newcomers about hazards.

Infestation

With Pres. Winters in the chair, a long session was held on insect infestation. He told of some of the griefs in a semi-tropical city where infestation was practically impossible to pre-

THE NEW OFFICERS

PRESIDENT—Ward E. Stanley, Standard Milling Co., Kansas City, Mo.

FIRST VICE-PRESIDENT—M. M. Darling, The Glidden Company, Indianapolis, Ind.

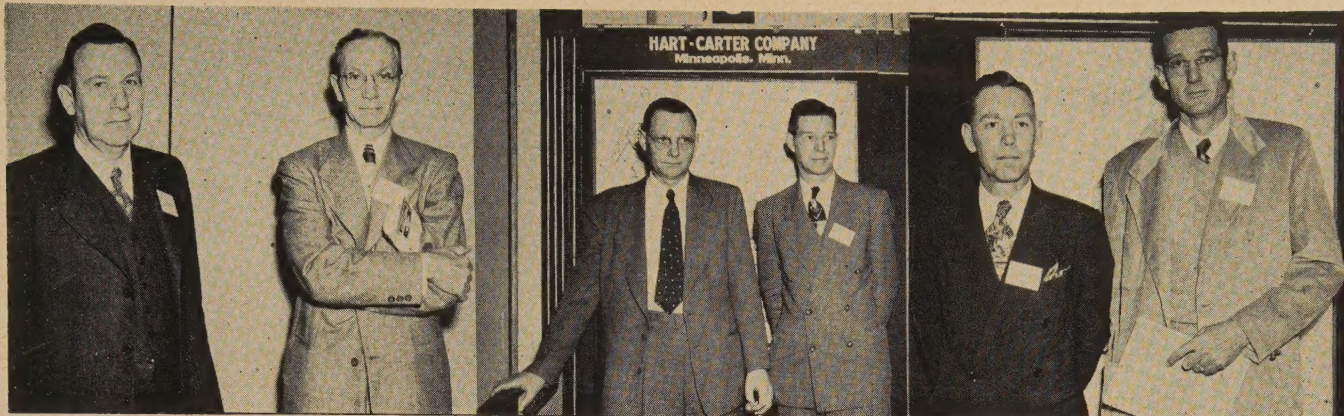
SECOND VICE-PRESIDENT—Robert R. Bredt, Fruen Milling Company, Minneapolis, Minn.

SECRETARY - TREASURER—Dean M. Clark, "Grain", Chicago.

DIRECTORS—J. Bruce Winfield, Canadian Pacific Ry. Elevator, Port McNicoll, Ont.; Claude Darbe, Simonds-Shields-Theis Grain Co., Kansas City, Mo.; Lewis Inks, Quaker Oats Co., Akron, Ohio; Philip S. Hackney, Pillsbury Mills, Inc., Wichita, Kan.; Cornelius H. Halsted, General Mills, Inc., Buffalo, N. Y.; Peyton A. Kier, National Biscuit Co., Toledo, Ohio; Lincoln Scott, Corn Products Refining Co., Argo, Ill.; Leslie Irwin, Searle Terminal Ltd., Ft. William, Ont.; John Goetzinger, Rosenbaum Brothers, Illinois Central Elevator, Omaha, Nebr.

Harry J. Anderson, Bunge Corporation, Minneapolis, and C. Wallace Clark, Anheuser-Busch, Springfield, Mo., co-chairmen at the Barley Session





Left to right: Herbert A. Straley, The Port of New York Authority, New York City; Lewis Inks, The Quaker Oats Co., Akron, Ohio; Ernest O. Ohman, Osborn-McMillan Elev. Co., Minneapolis; Elmer R. Hapke, Pillsbury Mills, Inc., Minneapolis; W. E. Lane, Perry Burrus Elevators, Dallas, Texas; R. L. (Bill) Simmons, Producers Grain Corporation, Amarillo, Texas

vent. Although the grain grades now permit 2 live weevils per 1000 grams of grain, he has been up against some arbitrary regulations permitting but 1 bug per 1000 grams. This has been an onerous ruling because box cars are infested and often the trouble starts on the farms.

Oscar Cook of Standard Milling Co. and Cook Chemical Co., Kansas City, declared many fires were caused by the types of fumigants used and suggested that fumigants be submitted to laboratories for assurance that they have flashpoint of at least 128°.

He said that 90% of box cars are infested and also that while the farmers get a subsidy from the government, they are not allowed anything for fumigation. Most are willing to take a lower grade rather than go to expense of fumigation. He warned against exposure: "Any fumigant that will kill a bug, will kill a man if the concentration is high enough and the exposure long enough."

Barley and Malt

The symposium on Barley and Malt was held in the Pan-American Room. The membership split up between that session and the one going on in the Gold Room.

Henry Anderson, Bunge Corporation, Minneapolis and Wallace Clark, Anheuser-Busch, Springfield, Mo., were co-chairman. Members talked first about barley grades, then went on to "plugged" cars which were claimed to be a big headache. Canadian members were not affected by this, but cars were heavily loaded.

Malting barley moves out about as fast as it comes in. Feed barley moves slowly.

It's very important to watch out for barley heating. It heats faster than wheat. Heating ruins the germ and destroys malting quality. Barley must be moved often, but carefully. Poor handling results in skinned barley.

Moore barley is just coming in to the elevators. Everyone is enthusias-

tic about it but not enough is available.

Receptions, Luncheons, Dinners

There were two receptions on the agenda, one in the University Room of the Roosevelt on Tuesday evening, given by the Board of Port Commissioners for Pres. Winters. It was followed by a dinner. The other was on Wednesday evening at International House and given by the latter.

Luncheons brought the men together every day. On Wednesday, Richard E. Vernor, Western Actuarial Bureau, Chicago, talked entertainingly on "Bells and Sirens," the general theme of which was fire protection and the fires which seem to run in series, elevators, hospitals, hotels, etc.

The luncheon on Thursday was held in the fine cafeteria of the Public Grain Elevator and afterwards members inspected the huge, well-equipped plant.

On Friday there was a Fish-and

Chips Luncheon honoring the Founder members.

Arnaud's was the scene of a dinner on Wednesday night and E. A. Christie, Quaker Oats Co., Cedar Rapids, made a fine address "This Is Your Problem" emphasizing the need of standing together in a common fight against state socialism and communism. It was followed by a Disney cartoon film on the same subject.

Mr. Christie was aided by his wife, who pinned up cards on a blackboard on which the objectives were printed, as aids to fighting communistic trends.

He talked about the English socialistic government and the almost infinite powers it has over labor. The high taxes are largely the result of high cost of national socialization. Conditions in France are still chaotic but business men there are pushing a new Free Enterprise Association.

Emphasizing the difference in ideologies he pointed out that Communists believe in revolution; Socialists believe in moving a little at a time; Democracy insists on religious freedom, free speech, a free press and the right of free assemblage.

He urged all to work hard for a continuance of the American Way of Life and the banishment of "isms".

Secy. Dean Clark also announced the new SOGES committees.

The annual banquet was held on Friday evening. Safety trophies were awarded to plants having the best safety records during the year. Entertainment and dancing followed.

CONVENTION BRIEFS

Herman Kroloff, Supt., Allied Grain Co., Phoenix, Ariz. came the farthest distance "as the crow flies." We disbelieved this until we put a rule on a map and found it's so!

A popular meeting place in the Exhibits Room was the combined booth of Harry E. Surface Co. and Cook Chemical Co. where coffee was served at all hours—with a special run on coffee early in the morning.

Screw Conveyor Corporation, Hammond, Ind. maintained an accessible

PRAISE TO SWENSON

IT'S a hard job to run a convention smoothly and efficiently so that it moves according to program and everyone is happy. Recognizing this fact, SOGES members were enthusiastic about the work of Richard (Dick) Swenson, Public Relations Director of the New Orleans Board of Port Commissioners, who was made General Convention Chairman and had to handle all the myriad local details. The arrangements were taken care of to a degree approaching perfection. "Grain" adds its thanks and congratulations to others received by Dick Swenson for his great work. He was made an Honorary Member of the Society.



Left to right: Mr. and Mrs. Frank A. Deebach, General Mills, Inc., Chicago; Mrs. and Mr. Hill Shepardson, Hart-Carter Co., Minneapolis; Mr. and Mrs. Herman Kroloff, Allied Grain Co., Phoenix, Ariz.; Mr. and Mrs. Chas. J. Winters, Public Grain Elevator, New Orleans.

headquarters between the registration desk and the Exhibits Room. Present were President Russell B. Maas, Sales Manager Ed Escher, W. A. Witt and Richard C. Brown. As usual beautiful corsages were distributed to ladies at the banquet.

Those large corn cob pipes so much in evidence were gifts from the A. E. Staley Mfg. Co., Decatur, Ill. They were sent to New Orleans with the compliments of Past-President Harold C. Wilber, unable to be present himself because of a fractured sacroiliac.

One of the most enjoyable events for the ladies was the annual reception given by Ben J. Many, Mrs. Many and Miss Margaret Many of B. J. Many Co., Inc., Chicago. It was held in the University Room of the headquarters hotel and was well-attended. Every lady received a beautiful compact.

The "oomphometer" in the Westinghouse display attracted a large crowd always. The curve of its reading showed a downward trend toward the end of the week as fatigue began to exact its toll.

The registration list disclosed that members came from 17 states and Canada. There were 11 (not counting the ladies) from our neighbor on

the north. Minnesota and Illinois tied for most registrations with 29 men each. Next was Louisiana (the host state) with 28. There were 13 registered from Missouri.

Immediately after their successful "party" the SOGES Associates met for a business session. Frank Kohout,

SOGES NEW MEMBERS

(Broken Down in Chapters)

Chicago	19
Minneapolis	13
Kansas City	7
Non-Chapter members	5
Indianapolis	2
Ft. William	1
Omaha	0

The Chicago Chapter now has one or more members from every grain handling and processing plant in the entire Chicago switching area, with the exception of one feed manufacturer and one maltster.

A. C. Horn Corp., Minneapolis, was re-elected chairman. He accepted with the reservation that immediately after financial affairs of the Associates committee had been wound up, he would organize Associates into a National

Committee. The chairmanship of this committee will then revert to the members representing the city in which the convention is to be held. For example, next year a Buffalo member will be chairman.

The portable television set donated by Randolph Drier Co., Toledo, was won by W. D. Meyers, Cleveland Grain Co., Indianapolis. The portable radio given by the same firm was won by Emil J. Paulson, General Mills Inc., Minneapolis.

Lincoln Scott, Corn Products Refining Co., Argo, Ill., President of Chicago Chapter and elected a Director of the national body, cabled from Tokyo, Japan: "Greetings and wishes for a highly successful convention. Am trying here to get rid of some of your excess corn."

The nickname of C. H. Halsted, Buffalo, was tentatively changed by some blithe spirits from "Jersey" to "Holstein." However, the new name didn't stick. He's been called "Jersey" too long.

The Buffalo boys came fully prepared to get next year's meeting at all hazards. They distributed "We Want Buffalo" buttons and hung a big Buffalo banner on the speakers' platform. Their campaign was highly successful.

Only complaints registered were about the extreme length of the program, which made it impossible for conscientious members to see much of New Orleans, unless they played "hooky." One member made the suggestion that at next year's convention, one free afternoon be left for sightseeing. Many agreed with him, especially those who were unable to get to New Orleans before the meeting and who couldn't stay after its close. Perhaps the problem of accomplishing what SOGES desires may be solved by assembling earlier one day and combining morning and afternoon sessions of that day.

The "giants" of the assembly were Frank Deebach of General Mills Inc., Chicago and Frank (Slim) Carl-



Three Boosters for Buffalo: Henry L. Bowman, Geo. J. Meyer, Malt & Grain Corporation, Buffalo; Pres. Elect Ward Stanley, Standard Milling Co., Kansas City, Mo.; Cornelius H. (Jersey) Halsted, General Mills, Inc., Buffalo

Top views: Henry Green, Pillsbury Mills, Inc., Clinton, Iowa; Philip Hackney, Pillsbury Mills, Inc., Wichita, Kan.; Harry L. Heinrichson, Terminal Grain Corporation, Sioux City, Iowa; Gilbert P. Lane, Arcady Farms Milling Co., Chicago, Ill.; Frank E. (Slim) Carlson, Underwriters Grain Assn., Chicago, Ill.; Walter H. Teppen, Occident Terminal Division, Duluth, Minn.; T. L. Scott, Pearlstone Mill & Elev. Co., Dallas, Texas.

Middle left: Robert K. Yancey, Enterprise, Kans.; Roy H. Faleide, Chicago and W. J. Ehsam, Enterprise, Kans., all three with J. B. Ehsam & Sons Mfg. Co.; Ingram H. Richardson, Richardson Scale Co., Clifton, N. J. Bottom views: William H. Roennfeldt, Russell Miller Milling Co., St. Joseph Mo.; Blaine L. Sidders, Russell Miller Milling Co., Minneapolis; Hill Minneapolis; David B. Gray, D. B. Gray Co., Hull Ill.; Parke Burrows, Burrows Equipment Co., Evanston Ill.



son, Underwriters Grain Assn., Chicago. Both are well over 6 ft. and towered over most of their colleagues. Maybe there's something in the name "Frank." They declare the reason is that "they live right."

EXHIBITORS

The exhibition booths adjoined the convention hall and the displays and representatives were all visited. The following firms had displays: L. Burmeister Co., Milwaukee; Cook Chem. Co., Kansas City, Mo.; J. B. Ehsam & Sons Mfg. Co., Enterprise, Kans.; Hart-Carter Co., Minneapolis; R. R. Howell Co., Minneapolis; Burrows Equipment Co., Evanston, Ill.; Harry E. Surface Co., Kansas City, Mo.; W. C. Wiedenmann & Co., Inc., Kansas City, Mo.; Westinghouse, Chicago; Western Waterproofing Co., St. Louis, Mo.

THE HONOR ROLL

(For Bringing in New Members)

- 12—Jim Auld, Hales & Hunter Co., Minneapolis.
- 5—Ward Stanley, Standard Milling Co., Kansas City, Mo.
- 4—Lincoln Scott, Corn Products Refining Co., Argo, Ill.
- 3—Fred Sibbald, National Grain Co., Ltd., Fort William, Ont.

- 3—Lloyd Forsell, Albert Schwill & Co., Chicago, Ill.
- 2—Cliff MacIver, Archer-Daniels-Midland Co., Minneapolis, Minn.
- 2—Dunkin Welte, Ralston-Purina Co., Bloomington, Ill.
- 2—M. M. Darling, The Glidden Co., Indianapolis, Ind.
- 1—C. J. Winters, Public Grain Elevator, New Orleans, La.
- 1—Robert Crane, Crane Rubber Co., Minneapolis, Minn.
- 1—Frank E. Carlson, Underwriters Grain Assn., Chicago, Ill.
- 1—E. R. Anderson, Norris Grain Co., Chicago, Ill.
- 1—Mark Kaplan, Boston Woven Hose & Rubber Co., Chicago, Ill.
- 1—Irwin Cohen, Arco Bag Co., Chicago, Ill.
- 1—Frank Jost, Gerstenberg & Co., Chicago, Ill.
- 1—Ralph Yantzi, Wolcott & Lincoln, Inc., Kansas City, Kansas.

- 1—William Gassler, Norris Grain Co., Chicago, Ill.
- 1—Sidney I. Cole, Industrial Erectors, Inc., Chicago, Ill.
- 1—Hollis Graves, Sr., Capitol Elevator Co., Duluth, Minn.
- 1—Fred Melberg, W. D. Allen Mfg. Co., Chicago, Ill.
- 1—Harry McKay, Westinghouse Electric Corp., Chicago, Ill.
- 1—Ralph Wilson, Amko Erectors & Assoc., Chicago, Ill.

CONTRIBUTORS TO ANNUAL ASSOCIATES' PARTY

B. J. Many Co., Inc., Chicago
K. I. Willis Corp., Moline, Ill.
John S. Metcalf Co., Chicago
Cook Chemical Co., Kansas City, Mo.
Hart-Carter Co., Minneapolis
The Weevil-Cide Co., Kansas City, Mo.
Harry E. Surface Co., Kansas City, Mo.
The Day Co. of Canada, Ft. William, Ont.
Amko Erectors & Associates, Chicago
Anderson-Crane Rubber Co. Inc., Minneapolis
Imperial Belting Co., Chicago
Richardson Scale Co., Chicago

Jim Auld, Minneapolis, led the Honor Roll by a wide margin, bringing in an even dozen new members





No. 1—Representatives of the Board of Port Commissioners of New Orleans. Back row: Richard Swenson, W. J. Strauven, C. T. Bayard and S. L. Brodman. Front row: C. J. Winters, W. N. Mangan and Harry T. Begg; No. 2—Oscar Bergsmark, Ladish Malting Co., Jefferson Junction, Wis.; No. 3—C. Wallace Clark, Anheuser-Busch, Springfield, Mo.; No. 4—Mr. and Mrs. Ellsworth A. (Red) Christie, Quaker Oats Co., Cedar Rapids, Iowa; No. 5—Andrew L. Crow, American Cyanamid Co., Chicago Heights, Ill.

Superior Separator Co., Minneapolis
W. S. Nott Co., Minneapolis
The Strong-Scott Mfg. Co., Minneapolis
W. C. Weidenmann & Son, Inc., Kansas City, Mo.
American Miller & Processor, Chicago.
U. S. Rubber Co., Minneapolis
The Day Co., Minneapolis
Screw Conveyor Corporation, Hammond, Ind.
Seedburo Equipment Co., Chicago
Jacobson Machine Works, Minneapolis
The Strong-Scott Mfg. Co., Ltd., Winnipeg, Man.
H. R. Williams Mill Supply Co., Kansas City, Mo.
The Foster & Felter Co., Kansas City, Mo.
The Hart-Emerson Co., Ltd., Winnipeg, Man.
J. C. Kintz Co., Inc., Cedar Rapids, Iowa.

Signode Steel Strapping Co., Chicago
Machinery & Supplies Co., Inc., Kansas City, Mo.
Underwriters Grain Assn., Chicago
R. R. Howell Co., Minneapolis
The Hess Company, Chicago
Thompson - Hayward Chemical Co., Minneapolis
A. C. Horn Corp. Contracting Div., Minneapolis
Appraisal Service Co., Minneapolis
Westinghouse Electric Corporation, Food Industry Section, Chicago
Link Belt Co., Chicago
Northland Machinery Supply Co., Ft. William, Ont.
Western Waterproofing Co., St. Louis, Mo.
Innis, Speiden Co., New York City.
Zeleny Thermometer Company, Chicago, Ill.

Harry Hanson, The Glidden Co., Chicago, Ill.
Henry Bowman, G. J. Meyer Malt & Grain Corp., Buffalo, N. Y.
Fred Sibbald, National Grain Company, Ltd., Ft. William, Ont.
Ward E. Stanley, Standard Milling Co., Kansas City, Mo.
M. M. Darling, The Glidden Co., Indianapolis, Ind.
Philip Hackney, Pillsbury Mills, Inc., Wichita, Kan.
Herbert Straley, Port of New York Authority Grain Terminal, Brooklyn, N. Y.
J. Bruce Winfield, Canadian Pacific Ry. Elevator, Port McNicoll, Ont.
Lewis Inks, Quaker Oats Co., Akron, Ohio.
C. J. Winters, Public Grain Elevator, New Orleans, La.
Howard Habegger, McMillen Feed Mills, Memphis, Tenn.

NOMINATIONS

Paul Christensen, Chairman, Van Dusen-Harrington Co., Minneapolis, Minn.
Gilbert Lane, Arcady Farms Milling Co., Riverdale, Ill.
C. J. Winters, Public Grain Elevator, New Orleans, La.
John Belanger, Manitoba Pool Elevators, Ltd., Ft. William, Ont.
Clifford MacIver, Archer-Daniels-Midland Co., Minneapolis, Minn.
Robert B. Pow, Reliance Grain Co., Ltd., Ft. William, Ont.
Harold Wilber, A. E. Staley Mfg. Co., Decatur, Ill.
William Cassler, Calumet Elevators, Norris Grain Co., Chicago, Ill.
Oscar Olsen, Duluth, Minn.

THE NEW COMMITTEES

DUST EXPLOSION HAZARDS

David K. Milligan, Chairman, Port of New York Authority Grain Terminal, Brooklyn, N. Y.
William F. Schaediger, Retired, North Bergen, N. J.
Paul Christensen, Van Dusen-Harrington Co., Minneapolis, Minn.
John Mack, Standard Milling Co., Buffalo, N. Y.
Leslie Irwin, Searle Grain Terminal, Ft. William, Ont.
Jerry Lacy, Westcentral Co-operative Grain Co., Omaha, Nebr.
Harry Hanson, The Glidden Co., Chicago, Ill.

Harold Wilber, A. E. Staley Mfg. Co., Decatur, Ill.
W. F. Weatherly, Galveston Wharves, Galveston, Texas.
Ralph F. Yantzi, Wolcott & Lincoln, Inc., Kansas City, Kan.
Tom G. Burris, Uhlmann Elevators Co. of Texas, Fort Worth, Texas.

AUDITING

John Goetzinger, Chairman, Rosenbaum Brothers, Omaha, Nebr.
Ernest O. Ohman, Osborn-McMillan Elevator Co., Minneapolis, Minn.
Ralph Yantzi, Wolcott & Lincoln, Inc., Kansas City, Kans.

E. J. Raether, Farmers Union Grain Terminal Assn., Minneapolis, Minn.
Percy Poulton, N. M. Paterson & Co., Ltd., Ft. William, Ont.

SAFETY

Herbert A. Straley, Chairman, Port of New York Authority Grain Terminal, Brooklyn, N. Y.
Lewis, Inks, Quaker Oats Co., Akron, Ohio.
C. J. Winters, Public Grain Elevator, New Orleans, La.
Russell Johnson, Farmers Union Grain Terminal Assn., Duluth, Minn.
Frank J. McLean, Parrish & Heimbecker, Ltd., Port Arthur, Ont.
Charles F. Walker, Archer-Daniels-Midland Co., Council Bluffs, Iowa.
Claude Darbe, Simonds-Shields-Theis Grain Co., Kansas City, Mo.
Robert Bredt, Fruen Milling Co., Minneapolis, Minn.
H. L. Henrikson, Terminal Grain Corp., Sioux City, Iowa.
E. B. Goughnour, Uhlmann Elevators Co. of Texas (Rock Island Elevator) Fort Worth, Texas.
C. Wallace Clark, Anheuser-Busch, Inc., Springfield, Mo.
William J. Porter, Russell-Miller Milling Co., Grand Forks, N. Dak.
Herman M. Kroloff, Allied Grain Co., Phoenix, Ariz.
Philip Hackney, Pillsbury Mills, Inc., Wichita, Kan.
Lincoln Scott, Corn Products Refining Co., Argo, Ill.

RESOLUTIONS

Henry J. Anderson, Chairman, Bunge Corporation, Minneapolis, Minn.
Harry E. Erickson, Lauhoff Grain Co., Danville, Ill.
H. L. Henrikson, Terminal Grain Corp., Sioux City, Iowa.
Leslie Irwin, Searle Grain Terminal, Ft. William, Ont.
Robert R. Bredt, Fruen Milling Co., Minneapolis, Minn.
Henry Bowman, G. J. Meyer Malt & Grain Corp., Buffalo, N. Y.
Oscar Bergsmark, Ladish Malt-ling Co., Jefferson Junction, Wis.
C. Wallace Clark, Anheuser-Busch, Inc., Springfield, Mo.
Henry Green, Pillsbury Mills, Inc., Clinton, Iowa.
Frank Deebach, General Mills, Inc., Chicago, Ill.
H. F. Graves, Jr., Capitol Elevator Co., Duluth, Minn.

Arthur J. J. Meyer, McCabe Grain Co., Ltd., Ft. William, Ont.
T. L. Scott, Pearlstone Mill & Elevator, Dallas, Texas.

1951 CONVENTION PROGRAM

M. M. Darling, Chairman, The Glidden Co., Indianapolis, Ind.
Clifford MacIver, Archer-Daniels-Midland Co., Minneapolis, Minn.
Jerry Lacy, Westcentral Co-operative Grain Co., Omaha, Nebr.
Lincoln Scott, Corn Products Refining Co., Argo, Ill.
E. A. Christie, The Quaker Oats Co., Cedar Rapids, Iowa.
F. S. Simmons, McKenzie-Hague-Simmons Co., Minneapolis, Minn.

O. E. Kinman, Cargill, Inc., Kansas City, Mo.
W. J. Suever, Delphos Grain & Milling Co., Delphos, Ohio.
W. F. Weatherly, Galveston Wharves, Galveston, Texas.
Herman Kroloff, Allied Grain Co., Phoenix, Ariz.
Rollo D. Ladd, The Drackett Co., Cincinnati, Ohio.
Elmer R. Hapke, Pillsbury Mills, Minneapolis, Minn.
Norman Boadway, Collingwood Terminal Ltd., Collingwood, Ont.
Buffalo Chapter Appointees

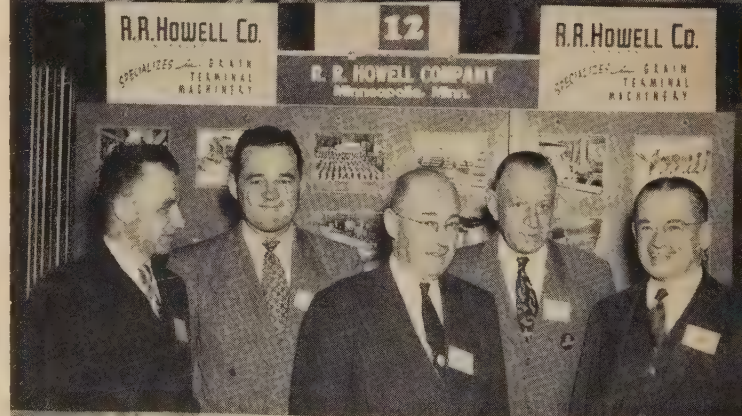
MEMBERSHIP

Robert R. Bredt, Chairman, Fruen Milling Co., Minneapolis, Minn.
John Goetzinger, Rosenbaum Bros., Omaha, Nebr.

Lloyd Burmeister, of L. Burmeister Co., Milwaukee, chatting with the charming hostess (she served coffee to conventionites) at the Harry E. Surface Co. booth.



Hollis F. Graves, Jr., Capitol Elev. Co., Duluth, Minn., John E. Hayhoe, R. R. Howell Co., Minneapolis; Fred A. Sibbald, National Grain Co., Ltd., Fort William, Ont.; E. J. Raether, Farmers Union Grain Terminal, Minneapolis; Donald W. Sanderson, R. R. Howell Co., Minneapolis.



The Screw Conveyor Co. representatives in their headquarters. Left to right: W. A. Witt, Ed. P. Escher, Mrs. Witt, Mrs. Maas, Russell B. Maas, all of Hammond, Ind.



Clifford W. Swalin, Farmers Grain Dealers Assn. of Iowa, Des Moines, Iowa.
 Philip Hackney, Pillsbury Mills, Inc., Wichita, Kans.
 Ralph Yantzi, Wolcott & Lincoln, Inc., Kansas City, Kans.
 Lloyd Forsell, Albert Schwill & Co., Chicago, Ill.
 J. Bruce Winfield, Canadian Pacific Ry. Elevator, Port McNicoll, Ont.
 W. Herman Roennfeldt, Russell-Miller Milling Co., St. Joseph, Mo.
 John E. Carlson, F. H. Peavey & Co., Globe Elevator Divn., Duluth, Minn.
 Cornelius H. Halsted, General Mills, Inc., Buffalo, N. Y.
 C. J. Winters, Public Grain Elevator, New Orleans, La.
 Leslie Irwin, Searle Grain Terminal, Ft. William, Ont.



Eldon Lazarus, General Counsel, New Orleans Board of Port Commissioners, made a stirring welcome at a dinner, pinch-hitting for Mayor Morrison.

Lewis Inks, Quaker Oats Co., Akron, Ohio.
 Howard Habegger, McMillan Feed Mills, Memphis, Tenn.
 O. A. Halberg, Pillsbury Mills, Inc., Springfield, Ill.

SIGNODE GRAIN DOORS:

Herman Kroloff, Chairman, Allied Grain Co., Phoenix, Ariz. (Others members to be appointed)

THE REGISTRATION

A

Anderson, Henry J. & Mrs., Bunge Corporation, Minneapolis; Anderson, Edward R., Norris Grain Company, Chicago; Andrews, John & Mrs., Northland Machinery Ltd., Fort William, Ont.; Augustson, Walfred, Van Dusen-Harrington, Minneapolis.

B

Bach, Clarence C. & Mrs., Archer-Daniels-Midland Co., Minneapolis; Beatty, Emile E. & Mrs., J. C. Kintz Company, Cedar Rapids, Iowa; Begg, Harry Thos., George M. Leininger Co., Inc., New Orleans; Benham, Emmett D. & Mrs., J. B. Ehrsam & Sons Mfg. Co., Kansas City, Kans.; Bergsmark, Oscar O. & Mrs., Ladish Malting Company, Jefferson Junction, Wis.; Bishop, Geo. N., Western Waterproofing Co., St. Louis, Mo.; Boadway, Norman D. & Mrs., Collingwood Terminal Fed., Collingwood, Ont.; Bourgeois, L. I., Board of Commissioners of the Port of N.O., New Orleans; Bowman, Henry L. & Mrs., Geo. J. Meyer Malt & Grain Corp., Buffalo, N. Y.; Bayard, C. T. and J. H. Boyd, Board of Commissioners of the Port of N.O., New Orleans; Bredt, Robert R. & Mrs., Fruen Milling Company, Minneapolis; Brodtmann, O. T., Board of Commissioners of the Port of N.O., New Orleans, La.; Brown, Richard C., Screw Conveyor Co., Dallas, Texas; Bur-

meister, Lloyd G., L. Burmeister Co., Milwaukee, Wis.; Burrows, Parke & Mrs., Burrows Equipment Company, Evanston, Ill.

C

Carlson, Frank E., Underwriters Grain Assn., Chicago; Carlson, John E. & Mrs., Globe Elevator, F. H. Peavey Co., Duluth, Minn.; Carter, J. H. and Wm. L. Carter, Board of Commissioners of the Port of N.O., New Orleans; Christie, Ellsworth & Mrs., The Quaker Oats Company, Cedar Rapids, Iowa; Christensen, Paul & Mrs., Van Dusen-Harrington, Minneapolis; Clark, Dean M., "Grain," Chicago; Clark, C. Wallace, Anheuser-Busch, Springfield, Mo.; Cook, Oscar F., Cook Chemical Company, Marinette, Wis.; Crow, Andrew L. & Mrs., American Cyanamid Company, Chicago Heights, Ill.; Crowley, Chas. A. & Mrs., Archer-Daniels-Midland Co., Duluth, Minn.

D

Darbe, Claude L. & Mrs., Simonds Shields Theis Grain Co., Kansas City, Mo.; Darling, Malcolm M. & Mrs., The Glidden Company, Indianapolis, Ind.; Deebach, Frank A. & Mrs., General Mills Inc., Chicago; Dietmeier, Elray N. & Mrs., Archer-Daniels-Midland Co., Minneapolis; Dillman, Edwin K. & Mrs., Leval & Co., Minneapolis; Duncan, O. B. & Mrs., Salina Terminal Elevator Co., Independence, Mo.; Darner, F. M. & Mrs., W. S. Nott Company, Minneapolis.

E

Ehrsam, W. J. & Mrs., J. B. Ehrsam & Sons Mfg. Co., Enterprise, Kans.; Erickson, Harry E., Lauhoff Grain Company, Danville, Ill.; Escher, Ed. P. & Mrs., Screw Conveyor Corporation, Hammond, Ind.; Evans, Newton C., "Grain," Chicago.

F

Faleide, Roy H. & Mrs., J. B. Ehrsam & Sons Mfg. Co., Chicago.

G

Goetzinger, John T. & Mrs., Rosenbaum Brothers, Omaha, Neb.; Garsaud, Col. Marcel, Board of Commissioners of the Port of N.O., New Orleans; Goetz, Clarence E. & Mrs., Continental Grain Company, Buffalo, N.Y.; Gorgen, Roy E. & Mrs., The Day Company, Minneapolis; Graves, Hollis F. Jr. & Mrs., Capitol Elevator Co., Duluth, Minn.; Gray, David Burton, D. B. Gray Company, Hull, Ill.; Green, Henry, Pillsbury Mills, Inc., Clinton, Iowa.

H

Habegger, Howard E., McMillan Feed Mills Inc. of Tennessee, Memphis, Tenn.; Hackney, Philip & Mrs., Pillsbury Mills Inc., Wichita, Kans.; Halsted, Cornelius H., General Mills Inc., Buffalo, N.Y.; Hamilton, William L., Richardson Scale Co., Chicago; Hanks, E. Carl, Westinghouse Electric Corp., Chicago; Hanson, Harry S. & Mrs., The Glidden Company, Chicago; Hantz, Harold A. & Mrs., Weevil-Cide Company, Kansas City, Mo.; Harbin, Charles Edwin & Mrs., Underwriters Grain Assn., Chicago; Heinrichson, Harry L. & Mrs., Terminal Grain Corporation, Sioux City, Ia.; Hayhoe, John E., R. R. Howell Co., Minneapolis; Hess, B. P. & Mrs., Westinghouse Electric Corporation, E. Pittsburgh, Pa.; Hill, George W., Westinghouse Electric Corp., New Orleans; Hooks, Wiley Raymond & Mrs., The Day Company, Fort Worth, Texas; Hapke, Elmer Richard, Pillsbury Mills Inc., Minneapolis.

I

Instone, Joseph, Richardson Scale Co., St. Louis Mo.; Irwin, Leslie C. & Mrs., Searle Grain Co., Ltd., Fort William, Ont.; Inks, Lewis & Mrs., The Quaker Oats Co., Akron, Ohio.

J

Johnson, Russell M., Farmers Union Elevator, Superior, Wis.

K

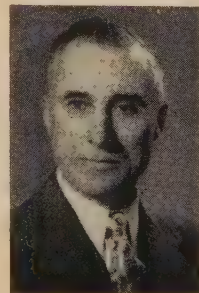
Kelly, Harry X., Mississippi Shipping Co., Inc., New Orleans; Kemler, George D. & Mrs., B. J. Many Co., Chicago; Kelso, Vernon James, Corn States Hybrid Service, Des Moines, Iowa; Kinman, Carl E., Farm Bureau Columbus Terminal, Columbus, Ohio; Kintz, Jesse B. & Mrs., J. C. Kintz Co., Cedar Rapids, Iowa; Klaus, S. C., Zeleny Thermometer Company, Chicago; Kohout, Frank J. & Mrs., A. C. Horn Corporation, Minneapolis; Kohout, Miss Joan R., A. C. Horn Corporation, Minneapolis; Kroloff, Herman M. & Mrs., Allied Grain Company, Phoenix, Ariz.; Krueger, LeRoy P. & Mrs., K. I. Willis Corporation; Moline, Ill.

L

Lacey, Jerry P. & Mrs., Westcentral Co-op. Grain Co., Omaha, Neb.; Ladd, Rollo D., The Drackett Company, Cin-



Retiring-Pres. C. J. Winters went out of office in a blaze of glory, after a year of great achievement and a convention of surpassing merit.



Director J. Bruce Winfield, Canadian Pacific Railway Elevator, Port McNicoll, Ont., was one of the most active participants in proceedings.



One of the new Directors is John Goetzinger, Rosenbaum Bros., Illinois Central Elevator, Omaha, Nebr.

Mrs., Russell Miller Milling Co., St. Joseph, Mo.; Routh, Cedric E., Imperial Belting Co., Osawatimie, Kans.

S

Sanderson, Donald W., R. R. Howell Company, Minneapolis; Schenk, Joe & Mrs., Weevil-Cide Company, Kansas City, Mo.; Schwandner, Felix M. & Mrs., Evans Elevator Company, Champaign, Ill.; Scott, T. L., Pearlstone Mill & Elevator, Dallas, Texas; Shepherd, D. B., Board of Commissioners of the Port of N.O., New Orleans; Shepardson, Hill & Mrs., Hart-Carter Company, Minneapolis; Sherburne, T. P., Board of Commissioners of the Port of N.O., New Orleans; Sibbald, Fred A. & Mrs., National Grain Co. Ltd., Fort William, Ont.; Sidders, Blaine L. & Mrs., Russell Miller Milling Co., Minneapolis; Simmons, R. L. (Bill) & Mrs., Producers Grain Corporation, Amarillo, Texas; Smith, Lloyd & Mrs., Machinery & Supplies, Kansas City, Mo.; Stanley, Ward E. & Mrs., Standard Milling Company, Kansas City, Mo.; Storms, Sidney K., Anderson-Crane Rubber Co., Minneapolis; Straley, Herbert A. & Mrs., The Port of New York Authority, New York City; Strauven, W. J., Eisemann Co., Inc., New Orleans; Suever, Walter J. & Mrs., Delphos Grain & Soya Products Co., Delphos, Ohio; Sutherland, Erwin Burton & Mrs., N. M. Paterson & Co., Ltd., Fort William, Ont.; Swalin, Clifford W. & Mrs., Farmer Grain Dealer Assn., Des Moines, Iowa; Swenson, Richard, Board of Commissioners of the Port of N.O., New Orleans.

T

Tate, Raymond L. & Mrs., The Day Company, Dallas, Texas; Teppen, Walter H. & Mrs., Occident Terminal Division, Duluth, Minn.; Thorn, Miss Georgia Isabelle, N. M. Paterson & Co., Fort William, Ont.

W

Wahlgren, Miss Ann, Board of Commissioners of the Port of N.O., New Orleans; Wareham, Geo. Thomas & Mrs., Harold N. Simpson Co., Lyons, Ill.; Weatherly, Wm. Frank & Mrs., Galveston Wharves, Galveston, Texas; Webre, E. E., Board of Commissioners of the Port of N.O., New Orleans; Webster, Henry, Webster Lumber Company, St. Paul, Minn.; Welte, Dunkin A. & Mrs., Ralston Purina Company, Bloomington, Ill.; Wheeler, Perry H., Van Dusen-Harrington, Minneapolis; Wilkie, John M., New Orleans Board of Trade, New Orleans; Williamson, H. E., Board of Commissioners of the Port of N.O., New Orleans; Willis, I. S., Superior Separator Company, Minneapolis; Winfield, J. Bruce & Mrs., Canadian Pacific Railway Elev., Port McNicoll, Ont.; Wingender, Albert O., Ansul Chemical Company, Marinette, Wis.; Winters, Chas. J. & Mrs., Public Grain



Clarence W. Turning, Minneapolis, whose contributions to safety work have been outstanding, is the new Safety Director.



M. M. Darling, The Glidden Co., Indianapolis, was advanced from Second to First Vice-President

Elevator, New Orleans; Witt, Warren A. & Mrs., Screw Conveyor Corporation, Hammond, Ind.; Wright, Robert F., Westinghouse Electric Corporation, New Orleans.

Y-Z

Yancey, Robert K. & Mrs., J. B. Ehsam & Sons Mfg. Co., Enterprise, Kans.; Yantzi, Ralph F. & Mrs., Wolcott & Lincoln Inc., Kansas City, Kans.; Zimmerman, Robert, Kewanee Machinery & Conveyor Co., Kewanee, Ill.

CHICAGOANS REVIEW CONVENTION

For the first regular meeting after the New Orleans Convention, the Chicago SOGES Chapter assembled on Mar. 21 at Martin's for dinner and an after session. Harry Hanson, Acting Chairman, called meeting to order at 7:30 p.m. and summarized some of the reports given at the national meeting.

Mrs. Dean Clark reviewed the ladies' activities and E. R. (Andy) Anderson told about social events.

Frank Deebach, General Mills, Inc., brought out some points of interest covered in the panel discussions.

A fine moving picture supplied by Lloyd Forsell, Albert Schwill & Co., was then shown. Its title was "Barley-Miracle Grain of the World."

A letter was read from Pres. Lincoln Scott, now in Japan, and then Harry McKay of Westinghouse spoke on behalf of the associate members and exhibitors.

CAR ORDERS INCREASED

An increase in the number of orders being placed for new freight cars by Class I railroads was announced on Mar. 24 by the Association of American Railroads.

Those railroads on Mar. 1, 1950, had 27,466 new freight cars on order, an increase of 8,207 compared with the number on order on Feb. 1, 1950. The increase on Feb. 1 compared with Jan. 1 in the number of freight cars on order was 4,891. The greatest increase in February was in the number of box cars on order.

STALEY'S EXTRACTION UNIT

A. E. Staley Mfg. Co., Decatur, Ill., is adding a Blaw-Knox soybean extraction unit. Erection and installation is being done by Industrial Erectors, Inc., Chicago.

cinnati, Ohio; Lane, Gilbert P. & Mrs., Arcady Farms Milling Co., Chicago; Lane, W. E., Perry Burrus Elevators, Dallas, Texas; Leishman, F. Neil & Mrs., W. C. Wiedenmann & Son Inc., Kansas City, Mo.; Lemarie, James, Jr. and E. H. Lockenberg, Board of Commissioners of the Port of N.O., New Orleans; Lovett, Frank W., Link-Belt Company, Chicago.

M

Maas, Russell B. & Mrs., Screw Conveyor Corporation, Hammond, Ind.; Mack, John & Mrs., Standard Milling Company, Buffalo, N.Y.; MacLeod, Thomas D., Western Waterproofing Co., St. Louis, Mo.; MacIver, Clifford A. & Mrs., Archer-Daniels-Midland Co., Minneapolis; Mallu, Wallace B., Westinghouse Electric Corporation, New Orleans; Mangan, W. N., Board of Commissioners of the Port of N.O., New Orleans; Many, Ben J., Mrs. Many and Miss Margaret Many, B. J. Many Company, Chicago; Melberg, Fred T. & Mrs., W. D. Allen Mfg. Co., Skokie, Ill.; Metzger, J. E., H. M. Shanzer Co., Lake Charles, La.; Meyer, Arthur J. J. & Mrs., McCabe Grain Company, Fort William, Ont.; Miller, Richard E., "American Miller & Processor," Chicago, Ill.; Miller, Richard H. & Mrs., Continental Grain Co., Minneapolis, Minn.; Mott, E. C., Richardson-Scale Company, Atlanta, Ga.; McElevey, Clark A. & Mrs., The Day Company of Canada, Fort William, Ont.; McKay, Harry T., Westinghouse Electric Corporation, Chicago; McNiven, J. A., Board of Commissioners of the Port of N.O., New Orleans.

N

Noxon, George A., Ralston Purina Company, St. Louis, Mo.

O

O'Dell, Russell & Mrs., Harry E. Surface Co., Kansas City, Kans.; Ohman, Ernest O. & Mrs., Osborn-McMillan Elev. Co., Minneapolis; Olsen, O. C., Board of Commissioners of the Port of N.O., New Orleans; Olsen, Oscar Wm. & Mrs., Duluth, Minn.

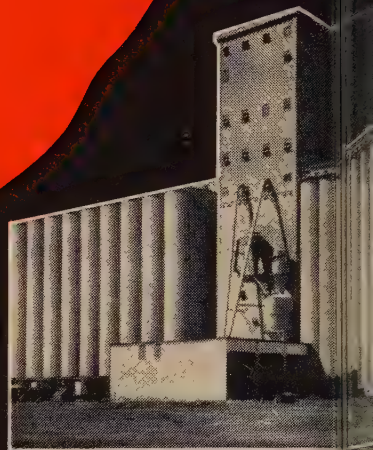
P

Perry, James Cameron & Mrs., Fort William Elevator Co., Fort William, Ont.; Poulton, P. C. & Mrs., N. W. Paterson & Co., Ltd., Fort William, Ont.; Presholt, Benjamine Mark, Link-Belt Company, Chicago.

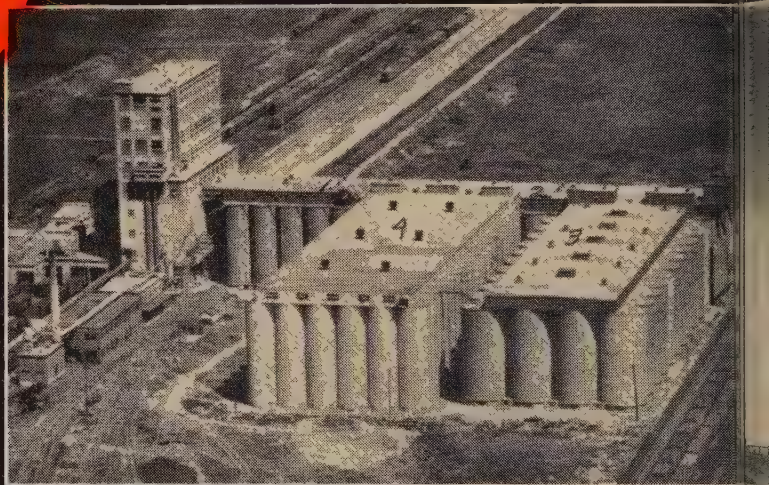
R

Raether, E. J. & Mrs., Farmers Union Grain Terminal, Minneapolis; Richardson, Ingram H., Richardson Scale Co., Clifton, N.J.; Richeson, Lacy D., W. L. Richeson & Sons Inc., New Orleans; Roennfeldt, Wm. Herman &

A MOUNTAIN OF EVIDENCE



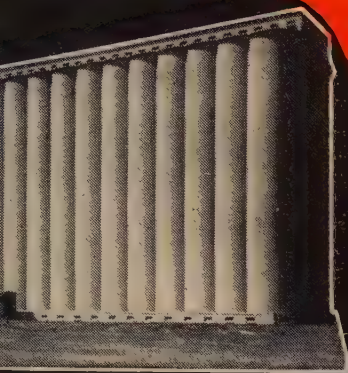
All of these elevators
East and West . . .



were treated by the In-Tec



an exclusive process of
pany, Inc.



located in the South,



Tro-Flex method . .



B. J. Many Com-

. . . presents proof of the thorough and expert manner in which B. J. Many Co., Inc., repairs and protects elevator structures against weather.

. . . and backs up the fact that a B. J. Many Co., Inc., job lasts longer, is worth more; naturally costs more. Cheap materials and faulty workmanship represent false economy.

A survey of your requirements will be made upon request.

B. J. MANY COMPANY, INC.
30 No. La Salle St. Chicago 2, Ill.

BRANCH OFFICES

1100 Baltimore Life Building — Baltimore 1, Maryland — Mobile, Alabama, Room 903 A — First National Bank Bldg. — New Orleans, La., Room 504 — Delta Bldg., New Orleans 12, La. — Birmingham, Alabama, 403 No. 20th St. Birmingham, Ala.

AUTHORIZED AGENTS: Mr. H. W. Webb-Peploe, 409 Monmouth Road, West Long Branch, New Jersey — Pioneer Sand and Gravel Company, Inc., 901 Fairview Avenue, North, Seattle 11, Washington — Northland Machinery Supply Co., Ltd., 203 Hardisty Street, Fort William, Ontario, Canada — Northland Machinery Supply Co., Ltd., Winnipeg, Canada — Toronto, Canada. Erven Stocks, 817 Monroe St., Fort Wayne 2, Indiana. — K. R. Shupp, 310 Piedmont Bldg., Charlotte 2, N. C. — George P. Coyle & Sons, 412 Park St., Jacksonville, Fla.

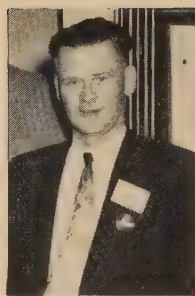


TELEVISION

vs. SAFETY

By WALTER H. TEPPEN

Chairman, SOGES Safety Committee



QUITE a way as the crow flies is it from Duluth to New Orleans. I found that out on my trip down here. During the past year I have also found that we are a long way from accomplishing our objectives so far as the Society's Safety Program is concerned.

In fact, our progress has been along the lines outlined in the current musical conglomeration known as "Mule-Train," whereas we had hoped that we could show at least streamlined advances in keeping with the atomic age.

Some of us have worked like mules to get the Superintendents interested in our safety campaign. In spite of the work done by the faithful wheel-horses on our National Committee, entries for the Safety Contest have not flowed in, and have not even poured in at the rate that molasses flows in Duluth in January, which is damn slow.

At Duluth we do not yet have television and sometimes I am glad that we don't or perhaps I would see the Superintendents filling their waste baskets with bulletins and correspondence directed to them in behalf of our safety campaign.

Television Would Show

If we did have television, perhaps we could see just how your serious accidents occurred. We have repeatedly asked that a full explanation be sent us covering any serious accident, showing just how it occurred, and your opinion as to the causes, and the action taken to correct the unsafe condition.

As we do not have television up there, and as few of you did tell us the details about your accidents, there is no use in our asking Old Man Turning to make a summary of these data, as the information we could give him for 1949 would be far too meager to enable him to make a report which would correctly show the accident picture for the past year.

Even television would not show all your bad actors, and as Oscar Olsen sometimes said at these meetings—it is time that we went back to fundamentals and made a study of the unsafe practices which still persist and make an earnest effort to eliminate them. In our industry, as well as in all others, the human element is the one that is most fallible. Errors and mistakes, also

chance-taking by the workmen, cause far more accidents than inanimate objects, such as machines, and defects in structures or appliances.

Bad Practices

Perhaps you have television in your plant. If so, can you still see some of the bad practices to which we called your attention last year? These are some of them:

Working on dangerous jobs without proper eye protection (goggles, etc.);

Carelessness in handling material (we are still having an abnormal number of hand and foot injuries, mostly due to this cause);

Poor housekeeping in yards and docks (proper clean-up would prevent injuries resulting from stepping on nails, stumbling over grain doors, etc.);

Failure to secure proper first aid as evidenced by injuries which later became infected.

There are numerous more items in this category, but I think you know most of them, and I think you also know that they can be eliminated, but they cannot be cut out unless you do something about it.

The correspondence and reports which I have received show me what the Superintendents are doing as far as the SOGES safety program is concerned, but without television I am unable to tell just what you are doing on your own or your company's safety program.

Some of you may be doing very well, but judging from National figures—our own and those of the National Safety Council—our frequency and severity rates are as stubborn as a couple of mules to be unloaded at the New Orleans docks—they refuse to come down! Those mules are eventually unloaded, by hook or crook, and we must also find some means of getting our accident rates down, as it is shameful to have to report year after year that our industry shows rates far above the national average.

That is what we are here for—to find a means to attain such a reduction. We have repeatedly asked for ideas and suggestions and repeated the thought that if we all worked together on this project, not only would our safety program be a success, but we would eliminate pain and suffering, save on insurance costs, and everyone would be hap-

pier. So at this convention let us review the conditions that cause our accidents and make up our minds to do something about it.

Support 1950 Contest

One easy thing that you can do right now is to pledge your support to the 1950 safety contest. I can see no reason why every Superintendent should not enter and take part in this important work.

Another thing you can do is to help out the 1950 National Safety Committee by offering helpful suggestions and writing suitable items for use in our safety bulletins. Perhaps you can even write a suitable article on safety subjects for use in "GRAIN." Mr. Clark has generously allowed us ample space in this publication, and your committee has taken full advantage of that offer. Right now, however, we are running out of material, so an article from you would be doubly appreciated.

Too Little Progress

We are a long way from the Canadian Lake-head (Fort William-Port Arthur, Ontario) where our present safety program was initiated in June, 1937; it is also a long time since then, but we have not come a long way in that long time so far as comparative statistics are concerned, as you perhaps already know from a study of the 1949 accident figures released at this convention.

However, I want to congratulate the cup winners, some of whom have had wonderful safety records for many years, and I hope when the awards are made next year that there will be far more entries in every group.

Since the organization of the Safety Committee on this basis, they have sponsored and conducted Safety Contests each year, distributed suitable bulletins and posters at regular intervals, compiled and issued suitable material for our industry. These are a Safety Manual, a Study Course, Daily Safety Reminders for each day of the year, and suitable safety articles in mimeographed bulletins as well as more lengthy material in "GRAIN." It is hard to believe that all this safety seed has fallen on barren ground, but each year the yield from the safety field, as evidenced by the annual safety score, has been poor.

Your committee will keep up its efforts as outlined, but we need your help to attain our principal objective which is:

The elimination of all preventable accidents and a 100% entry list in the 1950 safety contest.

WHY EDS. SKIP TOWN

"Infant morality has shown a drop in this city."—*Connecticut paper.*

"Franklin D. Roosevelt, Jr. greeted fiends at Democratic State Headquarters."—*Iowa paper.*

TRAINING OUR NEW WORKERS

By GILBERT P. LANE
*Arcady Farms Milling Co.,
Chicago*



MOST OF the new help available in the Chicago area for our industry since January, 1942, has been of the bottom-of-the-bucket-quality, and only in the past 6 months has this situation changed to a point where NOW a much higher grade of worker is available.

It, therefore, follows that as much training as possible was, and is, necessary in order to maintain efficiency. This has been accomplished in our plant through the preliminary, instructions coming from our Personnel Department, followed by a light touch by our Safety Director. Thus we avoid over-burdening the new employe the first day — so to speak.

His next education to the new job comes through his immediate foreman, and this is supplemented continually through additional training from the Personnel Department, Safety Director and the various Foremen with whom he comes in contact. It is further enhanced by weekly meetings of complete supervisory personnel under the chairmanship of top plant management.

Top plant management, of course, endeavors to keep astride improved methods through the various accepted channels, such as Elliott Service, management information, prepared by Glenn Gardner, Executive Labor Management of Bridgeport, Conn., the Fact-Finder of Chicago, the American Feed Manufacturers Association, SOGES, and so forth.

Work Standards

It is rather difficult to establish work standards in a feed mill because of the great variety of operations which daily tend to change the procedure. Therefore, incentive procedures are best produced through good human relations.

Upon arriving at the date of negotiating a labor agreement, where only a few hundred employes are involved, the governing factors usually are — to a great extent — dependent upon (1) the feeling of workers for management... (2) who heads the union nationally... (3) its local leaders... (4) geographical location... and a great number of other factors which may, or may not, be predominant in your particular locality.

Your best chances of getting a square deal obviously come through: (1) a company union — (2) A. F. L., all other factors being equal. The latter is not considered to be gen-

erally socialistic and to date seeks only contributory pensions for its workers; whereas, CIO is exactly the opposite in national scope.

On the subject of negotiating labor

agreements — if the whole proposition comes out to your complete satisfaction, company-wise, or industry-wise, you are to be congratulated as a genius, or, just a lucky fellow who happened to be in the woods at the right time with a gun.

I think everyone who operates with manpower recognizes, by now, the importance of correct and rapid grievance procedure. Arcady has been successful with what we term a "Fair Decisions Board" comprised of eight fair-minded members, of plant personnel.

In this manner, majority rule doesn't give Joe Blow the kind of a lousy deal that is sometimes experienced where a foreman has the privi-

DO YOUR BIN WALLS LEAK?



**Our Restoration Methods Include:
CONCRETE RESTORATION**

WATERPROOFING

- Time-Tested Methods
- Time-Tested Materials

NATIONAL APPLICATORS

OF

ARCO DUM-DUM MASONOC

AND

FLINKOTE MATERIALS

FOR A BETTER JOB

Write or Phone

Structural Waterproofing Corporation

1619 Builders Building, 228 N. La Salle Street
CHICAGO 1, ILLINOIS

Offices in Principal Cities

lege of hiring and firing according to his own judgment only.

Arcady's program in connection with accident prevention and good housekeeping is further enhanced by a weekly on-the-spot inspection of all handling equipment, housekeeping, and unsafe acts of workers. Excerpts from these reports find their way into weekly supervisory meetings, in which written reports are of record.

CAUSES OF 1949 ACCIDENTS

By Clarence Turning

As so few Superintendents gave us the causes of the more serious accidents which occurred at our plants, we cannot give you much detailed information on this subject. However, there are a few points which may be of interest to you, if our assumptions in regard to the nature of these accidents is correct:

There were four very serious finger accidents. Two men lost three fingers each, and two men lost one finger. Is it possible, that we have some ma-

chinery or devices in operation which are not properly guarded?

An accident causing flash burns to arm and face, perhaps resulted from some electrical device. Do your men have proper instructions in regard to working around electrical equipment, and the proper manner of turning off or on the safety switches?

It is surprising to note only one infection listed. This covered a finger case. The first-aid kit should be the immediate stand-by for any break in the skin. Otherwise the man may get an infection and break your "no lost time accident" record.

The number of hand lacerations indicates the need for proper gloves on some jobs. This is just our guess, but it won't hurt for you to check up on this.

The fact that there was one broken big toe, may indicate that safety shoes should be worn on some of the jobs in our plants.

Box cars, show up only once—a smashed finger in the box car door. Why not check up on this operation

at your plant? There are many ways of opening and shutting these doors, and you should be sure that your men do it the safest way.

A fractured ankle could have occurred in many ways, but it won't be a bad idea to check for unnecessary running and jumping, and also for any holes or depressions, that might trip a man. When you are at it, also look for slippery spots—for there were several accidents due to slipping, resulting in several sprained ankles and other injuries.

This year, let us have more data on the severe or unusual accidents. If we know the full story, we can give the details, and perhaps avoid a similar accident at another plant.

Work is the true elixir of life. The busiest man is the happiest man. Excellence in any art or profession is attained only by hard and persistent work. Never believe that you are perfect. When a man imagines, even after years of striving, that he has attained perfection, his decline begins.—*Sir Theodore Martin.*

Results of 1949 Soges Safety Contest

DUE to necessary haste in assembling the 1949 figures, we did not secure complete records from some of the Superintendents who entered the 1949 contest. Therefore the total man-hours worked are less than that shown in 1948. In the haste, we also find that some clerical errors crept in. Fortunately none of these errors affect the cup awards. However, as there were some errors, we are repeating the scores below, with the group totals.

Our 1949 frequency rate is much too high. In fact, in the average industry reporting to the National Safety Council, half of our score would be considered higher than average.

The severity rate shows up very well, as there were no fatalities reported in 1949. However, our men cannot choose the severity of the accident they are having, therefore, we would feel much better satisfied, if we could ever get the frequency rate down to where it belongs—about 15.

THREE-YEAR COMPARISON

	1949	1948	1947
Total Man Hours Worked	4,513,126	5,519,948	4,235,298
Total Lost Time Accidents	139	132	139
Total Lost Time Days	4171	17,078	30,144
Frequency Rate	30.79	23.91	32.58
Severity Rate	0.92	3.09	7.12

TROPHY WINNERS

Class A

(250,000 man-hours or over)

The Glidden Co., Chicago, Ill., Harry Hanson, Superintendent. Steve Halac, Safety Director. Man-Hours Worked—800,876. Lost Time Accidents—2. Number of Lost Time Days—76. Frequency Rate—2.62. Severity Rate—0.09.

Class B

(100,000 to 249,999 Man-Hours)

Pillsbury Mills, Inc., Clinton Iowa. Henry Green, Superintendent. Man-Hours Worked—126,159. No Lost Time Accidents.

Class C

(60,000 to 99,999 Man-Hours)

Delphos Grain & Soya Products, Delphos, Ohio. Walter J. Suever, Superintendent. Man-Hours Worked—79,306. No Lost Time Accidents.

The Quaker Oats Co., Cedar Rapids, Iowa. E. A. Christie, Superintendent. Man-Hours Worked—65,067. No Lost Time Accidents.

Class D

(30,000 to 59,999 Man-Hours)

The Quaker Oats Co., Akron, Ohio. Lewis Inks, Superintendent. Man-Hours Worked—50,694. No Lost Time Accidents.

Uhlmann Grain Co. (Rock Island Elevator), Fort Worth, Texas. E. B. Goughnour, Superintendent. Man-Hours Worked—46,704. No Lost Time Accidents.

Superior Elevator, Port Arthur, Ont. Frank J. McLean, Superintendent. Man-Hours Worked—39,341. No Lost Time Accidents.

Archer-Daniels-Midland Co., Council Bluffs, Iowa. Charles F. Walker, Superintendent. Man-Hours Worked—38,405. No Lost Time Accidents.

Terminal Grain Corporation, Sioux City, Iowa. H. L. Heinrikson, Superintendent. Man-Hours Worked—32,565. No Lost Time Accidents.

Class E

(29,999 Man-Hours or under)

Van Dusen-Harrington Co. (Monarch Elevator)—Minneapolis, Minn. John Enroth, Superintendent. Man-Hours Worked—23,870. No Lost Time Accidents.

Kansas Flour Mills, N. Kansas City, Mo. William Messersmith, Superintendent. Man-Hours Worked—24,960. No Lost Time Accidents.

Anheuser-Busch Elevator, Springfield, Mo. Wallace Clark, Superintendent. Man-Hours Worked—15,392. No Lost Time Accidents.

Nebraska Consolidated Mills Co., Omaha, Nebr. Donald Burke, Superintendent. Man-Hours Worked—11,389. No Lost Time Accidents.

Scoular-Bishop Co., Kansas City, Mo. Hugh A. King,

Superintendent. Man-Hours Worked—9,784. No Lost Time Accidents.

The Glidden Co., Indianapolis, Ind. M. M. Darling, Superintendent. Man-Hours Worked—9,767. No Lost Time Accidents.

Russell Miller Milling Co., Grand Forks, N. D. William J. Porter, Superintendent. Man-Hours Worked—4,288. No Lost Time Accidents.

ACCIDENT RECORD (Other Than Trophy Winners)

Code No.	Man Hours Worked	Lost Time Accidents	No. of Lost Time Days	Frequency Rate	Severity Rate
CLASS A					
C-23	512,045	11	1312	21.48	2.56
X-71	422,427	28	394	66.25	0.90
C-105	254,784	1	1	3.90	0.04
CLASS B					
K-126	215,280	17	70	79.10	0.32
R-34	207,679	3	185	14.44	0.88
F-19	163,262	8	85	48.19	0.52
D-22	107,385	1	49	9.32	0.46
D-3	103,779	3	422	28.90	4.06
M-100	148,356	7	75	47.17	0.50
F-20	185,652	14	501	61.54	2.60
S-49	140,858	10	54	71.05	0.34
CLASS C					
X-99	87,638	2	47	22.82	0.53
W-63	87,203	4	138	45.89	1.58
H-84	60,509	3	155	49.57	2.39
K-115	60,240	5	33	83.15	0.54
CLASS D					
M-41	52,631	4	304	76.00	5.77
K-127	48,052	2	22	41.60	0.45
M-37	43,949	1	120	22.77	2.73
M-40	43,132	1	45	23.18	1.04
A-141	41,076	1	14	24.34	3.41
O-31	31,943	1	10	31.25	0.31
M-42	30,347	3	13	98.88	0.42
CLASS E					
M-39	23,097	2	26	86.59	1.12
M-25	22,879	2	11	87.41	0.48
M-36	22,355	2	6	89.40	0.26
X-133	14,577	1	3	67.98	0.27

WINNING LOYALTY OF EMPLOYEES

MOST, if not all, businesses are dependent on loyalty of employes for success or failure. According to Dr. Burreigh B. Gardner in a recent address at a session of the University of Chicago School of Business, it is a mistake for management to think that loyalty can be developed by paychecks alone.

He listed six questions, which he asserted should be answered affirmatively if the employe is to really feel himself a part of the team. These questions follow:

Are employes given a chance to think for themselves in their job situation? Or are they expected to do only as told?

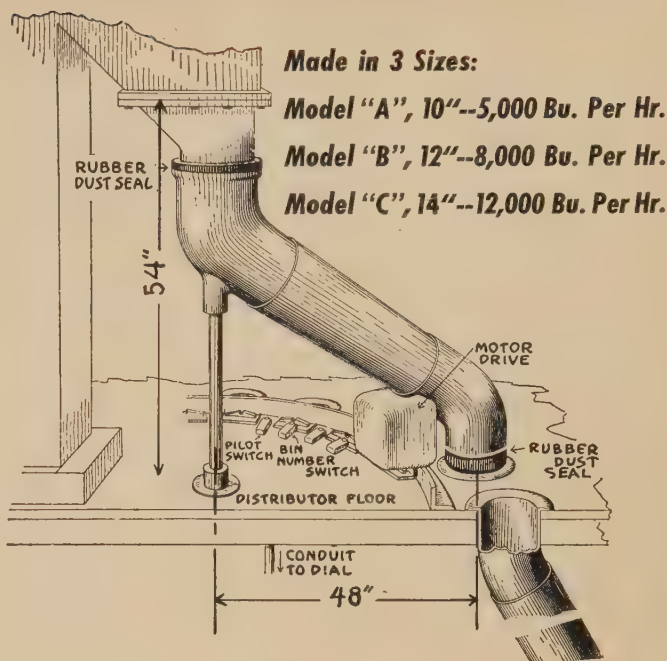
Do employes feel their efforts are regarded as really important by management?

Do employes feel conscious of company goals and are they made to feel individually a part of that achievement?

Do employes feel they are treated fairly?

Does the able and ambitious employe feel that he has a chance to grow and develop?

Does the employe feel that if things go wrong, supervisors will listen with consideration and friendliness? Or will he be fired?



The Electric Remote Control Distributor

It Has Stopped the Mixing of Grain.
It Has Stopped the Scattering of Dust.
It Is Now Serving in **TERMINAL ELEVATORS.**

100 Per Cent Satisfactory

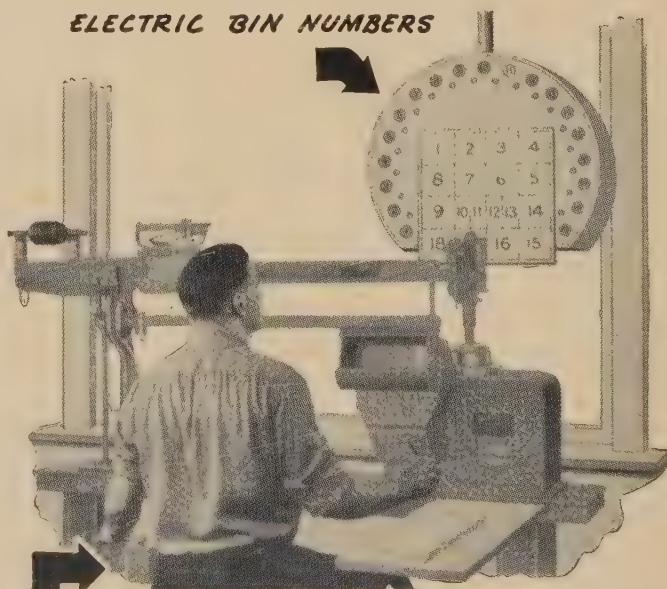
ASK ANY OF THE USERS

Write For Catalog

Louis Delivuk & Co.

E. 711 Illinois Avenue
SPOKANE 13, WASHINGTON

ELECTRIC BIN NUMBERS



ELECTRIC REMOTE DISTRIBUTOR CONTROL

Grain Car Unloading

H. L. HEINRIKSON

Recorder
Sioux City, Iowa

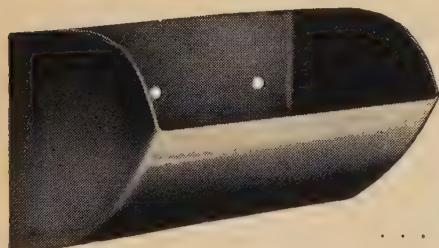


THE PANEL

Oscar W. Olsen, Duluth, Minn., Chairman; H. L. Heinrikson, Terminal Grain Corporation, Sioux City, Iowa, Vice-Chairman; Robert R. Bredt, Fruen Milling Co., Minneapolis; M. M. Darling, The Glidden Co., Indianapolis.



**YOU CAN'T
MAKE A
SILK PURSE
OUT OF
MY EAR!**



WELLER PAT. NO. 1944932

Right you are Mrs. Porker! A silk purse can be produced only from **genuine silk**. Yes, and it takes the High Speed

CALUMET SUPER CAPACITY ELEVATOR **CUP**

... the one and only **genuine** Calumet Cup ... to give you Calumet's unsurpassed performance.

And because of its **peerless** performance ... its super capacity and efficiency

More Than 3,500,000 Calumet Cups Have Been Installed In Elevators Throughout The World

Not Including Canada

The patented Logarithmic Curve design of the world-famous Calumet Cup has never been successfully imitated. Its performance has never been duplicated.

Ask Your Jobber

Or write for descriptive literature and capacity data.

B. I. WELLER CO.

327 S. LaSalle St., Chicago 4, Ill.

Thirty-six Years of Service to the Grain Trade



For sound economy and long term savings buy BIWELCO complete elevator legs, heads, boots and elevator legging... screw conveyor troughs... bins and sheet metal work to specifications.

Your **best buy** because BIWELCO products **are** built better, render longer and more satisfactory service.

Estimates and advice of trained engineers upon request... no obligation on your part.

LAST year as many of you know we had a very interesting meeting on this subject. There were several who either had working models which they demonstrated or pictures to describe same. However, none of these seemed to fill the bill as you who were there know.

Apparently, no one has any new ideas as far as we were able to find out, at the opening of this meeting.

Cliff MacIver reported that a Mr. Addicks of Cargill, Inc. has a model nearly ready, which he hopes to begin manufacturing in the near future.

Paul Christensen reported that we still can have hopes for some results from the operators. It was reported to him that our plea will be taken up at the next National Grain Dealers session.

It was also reported that a Mr. Kosdick has a model that may prove satisfactory. He is from Minneapolis.

Leslie Irwin, our good neighbor from Canada, reported that a Mr. Winter has a dumper that looks practical and would speed up unloading to 8 or 10 cars per hour.

But, it appears that Mr. Winter—not our Charlie—is a genius who at a certain point became disinterested to all appeals for a finished model, in spite of the fact that he's been offered financial assistance. This is a dumper which is very practical for the average elevator and not too expensive—everything considered.

It can be shipped complete on car, ready for installation. However, Mr. Winter is sick at present and Mr. Irwin could not say how soon we might hope for encouragement along this line.

The subject of pneumatic unloading was brought up and Mr. Bach (of Minnesota) and Mr. Heinrikson (of Sioux City) reported that it proved unsatisfactory after extensive work alone that line.

The Glidden Company of Chicago has a system which has proved a labor-saver if not a time-saver. They use the Clark Shovels with a clutch and pull back ropes. Anyone interested may consult Harry Hanson. This unloads 2 cars per hour.

Ingram Richardson, of the Richardson Scale Company, said that his father had put in a tremendous lot of time and effort on something practical that would be simple and still handle such a tremendous load. He signified, however, that his firm was willing to continue in their efforts if we would let them know just what we wanted.

Mr. Lovett, of the Link-Belt Company of Chicago reported that their firm had also made efforts along this line ... but they seem to be of the opinion also that the cost would be too high.

However he told us that his firm was willing to co-operate if we would present them with something to work on such as cars-per-hour, and capacity in tons.

REPAIRS and MAINTENANCE

HERMAN KROLOFF
Recorder

THE PANEL

Herman Kroloff, Allied Grain Co., Phoenix, Ariz., Chairman; H. L. Heinrikson, Terminal Grain Corporation, Sioux City, Iowa; Harry Hanson, The Glidden Co., Chicago; Fred Sibbald, National Grain Co., Ltd., Fort William, Ont.; Claude Darbe, Simonds-Shields-Theis Co., Kansas City, Mo.; Clarence C. Bach, Archer-Daniels-Midland Co., Minneapolis.

RECORDING on repairs and maintenance could take a week. We won't spend that much time on it, but I wonder if this thought occurred to anyone during our panel on repairs and maintenance. I didn't make a count, but we probably had 25 men taking part. Speaking conservatively, let us say there was an average of 15 years' experience behind each man.

The average is perhaps higher (but we're being conservative) and even at 15 years each, that is a total of 375 years of experience. To go a little farther — with 153 registered members, there's a total of 2295 years of experience at this convention. Think of that! Look what has been done to improve the way of life on this earth in 2295 years. That experience is what we have to draw on!

Preventive Maintenance

On the painting or weather-proofing of elevators it was generally accepted that unless there is a defect in construction, it won't be necessary to do anything about it for 5 to 6 years. However, at that time something in the way of preventive measures can save a lot of money. Surely we do not have to be sold on preventive maintenance. We all know it is the least expensive by far.

Car shovels and methods were discussed at great length at a previous symposium, so the questions about car shovels and methods were passed over. However, we did find that the magnesium shovel has definitely cut maintenance costs.

Belting

What is the average length of life on elevator belting? It was the opinion of the majority that here, too, weather played an important part. A belt under dry climatic conditions might dry out and wear a little faster than a belt used in a humid climate. Belts would wear, we found, from 15 to 25 years or even a little longer.

These same weather conditions affect our transmission belting as well as conveyor and elevator leg belting.


As to the signs of wear to look for, the most common sign of wear was a

sloughing off of the rubber coating on the pulley side of the belt. However, in one or two cases, this occurred in defective belts at an early age of the belt.

We know that various types of splices are being used including butt type, overlapping type, and "Jersey's Special". We are sure that "Jersey" Halsted will give you the specifications of his splice. It was also brought out that we did not have to worry about the use of Jackson fasteners on butt splices, if you can talk your master mechanics into using them.

Static Electricity

As to the question on static arrestors, it seems that the grounding of shafts to the ground system was suf-


"Keeping Our House Clean"
"Most Satisfactory Job of Dust Collecting"
"Installations Prompt and Efficient"

— yes, that is
what our customers
are writing to us after we
have solved their Dust Control problems. These sentiments
above are gleaned from letters we
have on file.

Wiedenmann does enjoy a most excellent
record of achievement in the matter of design,
engineering and installation.

For a complete solution of your Dust Problem, rely on

THE WIEDENMANN SYSTEM of DUST CONTROL

Write or phone us for a survey of your needs.
Without obligation, of course.



Engineers & Contractors • Dust Control Systems

1820-24 HARRISON STREET

KANSAS CITY 8, MISSOURI

ficient. However, static electricity can be very treacherous and a lot of thought should be given to grounding it.

We found that bent cups can be straightened, and to me standing at the head of this symposium, it seemed that I was the only one who didn't have the answer.

We also found that good sealed bearings that were kept well lubricated would last indefinitely. However, they should be checked. With some of the slip-shod methods of post-war manufacturing, a bad bearing could be delivered to you and cause you no end of trouble.

A Symposium

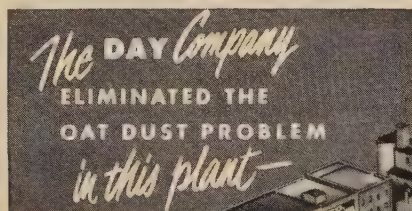
CORN, MILO and KAFFIR

LEWIS INKS, Recorder

The Quaker Oats Co., Akron, Ohio

THE PANEL

Paul H. Christensen, Van Dusen-Harrington Co., Minneapolis, Chairman; Jerry Lacey, Westcentral Co-operative Grain Co., Omaha, Nebr.; O. B. Duncan, Salina Terminal Elev. Co., Independence Mo.; Felix Schwandner, Evans Elev. Co., Champaign, Ill.; H. L. Heinrikson, Terminal Grain Corporation, Sioux City, Iowa; M. M. Darling, Glidden Co., Indianapolis.



**RALSTON
PURINA**

installs 4 complete

DAY Dust Control Systems

This Davenport Plant is one of 34 Ralston Purina plants. Here Ralston Purina manufactures Hot Ralston, Instant Ralston, Wheat Oats, Rolled Oats and Oat Flour; also specialty Chows such as Dog Chow, Fox and Mink Chows, and a full line of livestock and poultry chow products. Ralston Purina products are easily identified by the familiar red and white checkerboard label.

Of all the grains, oats create one of the toughest dust problems. Ralston Purina, one of the world's largest manufacturers of cereals and feeds, is conquering this problem with **DAY** Dust Control equipment.

Recently, four complete **DAY** Dust Control Systems were installed in the main concrete elevator building at the Ralston Purina plant in Davenport, Iowa to eliminate this dust menace.

One system was installed in the basement to control dust created at belt loaders, belt transfer points and elevator boots. A second system eliminates dust created when unloading grain from box cars. The third system controls dust from two gallery tripper units. The fourth system removes dust from turnheads and other dust creating machinery in the upper workhouse area.

The **DAY** Company engineered the complete dust control installation and furnished piping, hoods, grain traps, exhausters, Dual-Clone dust separators and floor sweeps.

DAY CAN SOLVE YOUR DUST PROBLEM

DAY engineers are ready to serve you efficiently and economically regardless of the dust situation in your plant. You get the benefit of the **DAY** Company's 68 years of experience in engineering, manufacturing and installing dust control systems.

DAY Dust Control effectively: (1) removes obnoxious dust; (2) minimizes plant hazards; (3) improves working conditions and labor relations; (4) cuts maintenance and housekeeping costs; (5) eliminates neighborhood dust nuisances; (6) saves valuable product; (7) reduces pest infestation and product contamination.

For engineering assistance and cost estimates, Write-to-DAY.



SINCE 1881

The DAY Company

814 3rd Avenue N. E., Minneapolis 13, Minnesota
IN CANADA: P. O. Box 70, Fort William, Ontario
Branch Plants in Fort Worth, Buffalo and Welland, Ont.

THE first question raised was about proper temperatures for drying corn and the effect of high and low temperatures. H. L. Heinrikson answered by saying low temperatures in the dryer reduced the capacity and that most operators expected one to get the rated capacity out of a machine.

Dean Clark offered the information that 40% of the corn sent to market goes to processors and it was necessary to dry slowly to avoid damage to the germ.

On a question concerning the Berico dryer, Mr. Metzger of the H. M. Shanzer Company explained in detail to the assembly concerning this dryer. He said they recommended low temperatures to prevent case hardening which allows the moisture to escape—also advised rice must be dried with temperatures not to exceed 110° also stage drying must be employed to reduce moistures to proper level.

One member of the panel advised that Cargill, Inc., was well pleased with the operation of the Berico dryer.

The chairman injected the thought that some are not interested in new dryers but want the best method with our present equipment.

Another member volunteered the information at this time that to prevent fires in the dryer, an aspirating scalper should be installed ahead of the dryer to remove the foreign material.

Vernon Kelso of the Corn States Hybrid Service Company explained at some length their dryer and methods employed.

On the question of what could be done to eliminate uneven drying, many theories were advanced, no decisions actually reached but the idea of speeding up the fan to increase the volume of air through the column of corn might be beneficial.

Another idea was to get an even run of grain to the dryer. One member gave the experience of his company where they had dried 1 million bus. of corn which had been previously blended and allowed to stand for some time before drying and they

were able to market the entire lot and obtain the desired grades with few exceptions.

Stage drying in corn was discussed at some length. It was the opinion of the panel that most operators want to get the most out of their dryers and do not want to reduce their capacity. The final conclusion on drying corn was to dry at low temperatures, clean ahead of the dryers and keep the shrinkage down.

Concerning the handling of milo, Herman Kroloff of Phoenix, Ariz., advised milo at 13½% to 14% moisture will keep for about 45 days—on 14% to 15%, it is necessary to keep it moving. The greater portion of their milo from the farms runs from 9% to 11% moisture and can be used for blending with high moistures.

SOYBEANS and FLAXSEED

DUNKIN WELTE

Recorder

Ralston Purina Co., Bloomington, Ill.

WHAT EFFECT has the change of grading made on storing of beans? The Central States seem to have more moisture this year than other localities. Therefore plants in

this section find their beans harder to store.

What experience has anyone had with bins caking over on top? The unloading temperature of beans will

NEW SAFETY DIRECTORY READY

The new Best's Safety Directory for 1950-51, covering the entire field of safety, fire protection and control, hygiene, first-aid and sanitation, is now available according to an announcement of Alfred M. Best Company's Safety Engineering Division.

The directory is unique in that it combines all the best practical features of a safety manual, directory, index, encyclopedia and catalog into one comprehensive, profusely illustrated, 511-page volume.

It is sometimes called the "What, How and Where Book of Safety"—showing what safety products or devices to use for specific hazards; how to use them; where to get them.

One outstanding feature of the new Directory is its indexing and subject-grouping system. These devices, plus countless illustrations, make it easy to locate safety products even when the user is not certain of the type or name of the product he needs. The logical arrangement of subjects also serves as a checklist of hazards—many of which are frequently overlooked. Typical sections are Arm and Hand, Body and Leg, Eye and Face, Fire, etc.

The book is priced at \$5.00—with lower rates for quantities. It may be obtained from the home office of the Alfred M. Best Company, 75 Fulton St., New York 7, or branch office.

OUT-OF-TOWN VISITORS

Hy Arendall, Innis, Speiden & Co., Kansas City and Omaha.

M. M. Darling, The Glidden Co., Indianapolis, Ind.

Percy C. Poulton, N. M. Paterson & Co., Ltd., Fort William, Ont.

Oscar W. Olsen, Duluth, Minn.

O. W. Randolph, O. W. Randolph Co., Toledo, Ohio.

Thorleif Wolden, Norwegian State Grain Corporation, Oslo, Norway.

James Auld, Hales & Hunter Co., Minneapolis.

How Continental Grain Company Doubled Marine Leg Capacity

AND QUADRUPLD BELT SERVICE LIFE

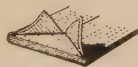
■ Up until 1942, Continental Grain Company had used rubber belting on the 75-foot marine leg of its Chicago elevator. Load was 4,000 bushels per hour and the belts lasted about six months.

On recommendation of Imperial engineers, 16"x 8-ply BLACK REXALL was installed. Belt life increased 4 times.

Mr. Frank Crombie, Superintendent, was so satisfied with results that he installed larger buckets, spaced them twice as close, and increased belt speed and horsepower. The same elevator is now unloading at the rate of 8,000 bushels per hour. Labor expense has been sharply reduced and barges are put back in service twice as fast. Considering the increased efficiency, BLACK REXALL has proved itself 8 to 10 times better than any belt previously used.



Job-Designed Belting Costs Less to Use



Imperial BLACK REXALL belting handles more grain for less money because it is manufactured specifically for heavy-duty

elevator service. One fall in the boot more than offsets any initial "saving" on the cost of "general purpose" belting. If control of grain handling costs is part of your job, get the facts on Imperial. Write for Data Sheet 48-2, and prices, today.

Imperial

INNER-LOCKED BELTING

The Right Belt for Each Job

IMPERIAL BELTING CO., 1756 S. Kilbourn Ave., Chicago 23, Ill.

THE SOYBEAN PANEL

*M. M. Darling, The Glidden Co., Indianapolis, Chairman;
Rollo D. Ladd, The Drackett Co., Cincinnati, Vice-Chairman;
Charles Crowley, Archer-Daniels-Midland Co., Duluth, Minn.;
Walter Suever, Delphos Grain and Soya Products, Delphos,
Ohio; Harry Hanson, The Glidden Co., Chicago; Leslie Irwin,
Searle Terminal Ltd., Fort William, Ont.; Clarence Bach,
Archer-Daniels-Midland Co., Minneapolis; H. L. Heinrichson,
Terminal Grain Corporation, Sioux City, Iowa.*

cause a condensation on bin tops in cold weather. Remedy is to go in and rake the top of bins at such time as condensation occurs.

Beans can be stored with as high as 15% moisture if they are cleaned before storing. It has been found that the green weed seeds cause the heating of beans.

Should beans be cleaned before drying? It was generally agreed on that beans cleaned before drying give a better drying operation as well as removing the fire hazard.

Drying Temperature

What temperature is used for drying beans? The temperature seems to vary. Mostly it's a matter of individual operation. Some use a temperature of 210° to 220°.

How to load bulk meal? A swivel loader is used in most places. Some are able to load meal by gravity with load out spout.

How much shrinkage can be expected in bulk meal unloading? No one ventured an exact estimate.

The question was also asked what was the best way to store bulk meal over a period of time.

Storing of meal with 12.5% moisture for a long time is still in the experimental stage. However expeller

type meal with only 5% moisture and with a temperature of 50° has been stored for an indefinite period of time.

Flax

Dockage in flax seems to be the major problem. The cleaning of flax is quite a job due to the fact flax seed is small and very irregular in size. The loss of flax into the screenings bin can be quite a headache.

GENEROUS SUPPORT

SOGES and GRAIN acknowledge gratefully the generous support by contributions and other services of the following: W. B. Fox, New Orleans; W. J. Strauven, Eisemann Grain Co., New Orleans; P. E. Bowers, Mid-Western Grain Co., Kansas City, Mo.; F. R. Hediger, Carnac Grain Co., Inc., New York City; Board of Commissioners of the Port of New Orleans; International House; New Orleans Chamber of Commerce; City of New Orleans; New Orleans Public Belt Railroad.

THE MAIL BAG

NYLON CABLES RUBBING

Dear Editor: We are going to install one of the new magnetic power shovels recently developed at the Staley plant. But the boys have had to work out some kind of rollers to put on the doors of the car to keep those cables from rubbing on the door. They tell me that those nylon cables won't last very long if they scrape along as we let the steel and manila ropes do at times.

Incidentally, about 3 years ago, a salesman came through here one day with a steel cable that had nylon extruded on the outside of each strand of the cable. This was then all twisted together and made a mighty fine looking cable.

We bought 50 feet of it, and tried it out on our power shovels and they tell me that it lasted about 3 minutes. All of the nylon came off the outside of the cable, and then you had a loose steel cable that was absolutely no good.

This nylon glider towline that has the annunciator wires built the center is the thing that is used on the new magnetic shovel and reports are that it is very good. Probably in another 3 or 4 months I can tell you more about it.—George H. Steel, Safety Director, Ralston-Purina Co., St. Louis, Mo.

TESTS ON NYLON ROPE

Dear Editor: We conducted two tests on nylon rope as a cable for the grain unloading shovels and neither of the rope sizes performed well enough so that we could anticipate that it ever could be a suitable substitute for the steel cable.

The biggest trouble was that both sizes of the rope were very elastic under tension, to the extent that the pull-in cycle was completed before the shovel would reach the door.

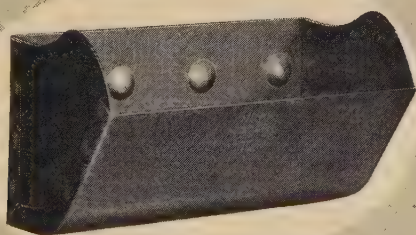
There was considerable variation in this cycle depending upon how deep the shovel was inserted in the grain and it was the opinion of our grain unloaders that it could never be adjusted to the job.

I have heard an explanation of the shovel which is in use at the Staley Co. and it appears to me to be a very safe and effective handling unit compared to the equipment that most of us make use of. We do not have any such shovels in operation.—KEN BONG, International Milling Co., Minneapolis.

SHOVEL HANDLES

Dear Editor: I want to add a few comments to your article on the Magnesium Grain Shovels. I think these shovels are wonderful. Since we put ours in, we have had no

**BREAK YOUR CAPACITY
BOTTLENECK WITH**



The width—the height—the depth—the contour—of this bucket have all been scientifically engineered to render the utmost in performance at the hands of users.

NU-HY Buckets scoop up a big load—retain it—deliver it! No backlegging! Elevators using them find they have eliminated the hidden losses which have plagued their operations continually.

IN CANADA: Manufactured and sold under license by Sullivan Mill Equipment, Ltd., 637 Davenport Road, Toronto, Ontario.

Write for Form No. 76 which will enable us to analyze your situation.



maintenance problem at all. My men particularly like the lightness in weight of these new shovels.

We have only one suggestion to make, and that is concerning the handles. The wooden ones that came on the shovel didn't last too long, and we replaced them with flat steel handles, which were not too satisfactory.

The flat steel is a little rough on the men. However, as soon as I can get some 3/4-in. aluminum tubing, I am going to replace the steel with that.—HERMAN M. KROLOFF, Allied Grain Co., Phoenix, Ariz.

GREETINGS FROM "SCOTTY"

Dear Editor: I have just received word telling me of my election as a National Director of the Society at New Orleans. I feel very humble but grateful for this recognition because during my terms of office I have been away so much of the time that the credit should be given to the officers and committees who have taken the burden of responsibility.

I feel honored in this appointment and I can assure you that I will do my best to fulfill its requirements and will continue to sponsor and promote the objectives of the Society.

Suppose by now you are back in the saddle after the "bang up" convention and that all have recovered from the strenuous activity.

I am looking forward to the next year's program and hope that Japan can do without me next April.

So far this is a most interesting trip, but a tough assignment because of commodity and economic conditions in Japan. However, some industrial improvement has been made during the past year and I think that if this country can hold down inflation it will make a fair degree of recovery in international trade.

I will have to leave more details of my observations until I return sometime next month. With best wishes and regards to all. — LINCOLN (SCOTTY) SCOTT, Tokyo, Japan.

GRAIN DOOR REMOVER

Dear Editor: I am so out of touch with the grain business out here that I hardly remember how a weevil smells. Brother Charlie tells me that the mild winter surely made bugs active in Kansas City. Adam Keller in Baltimore is in the same fix, only more so. That soft wheat in Maryland breeds bugs AND HOW!

Here's the rub in Seattle. Longshoremen are hired as needed to do the shoveling because the grain handling is seasonal. It makes an old hand laugh to see these inexperienced men struggle with a power shovel. They fall all over themselves trying to get some grain out.

One Superintendent wants to find

a grain door remover that will take out all the doors at one operation. They remove doors from both sides of the car. There is a standard unloading platform on the shovels side but on the other there isn't room for a platform so the opener would have to be portable to be taken out of the way when the switch crews reset the cars.

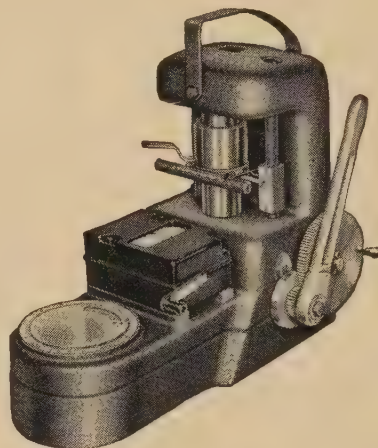
Unloading is done on a single track and two cars at a time. Maybe some of your readers could help the superintendent out. At present they remove door with a Railroad Jack (rail).—FRANK A. PETERSON, Seattle, Wash.

RECENT CHANGES

R. K. JENKINS is now Elev. Superintendent, Midland Flour Milling Co., Kansas City, Mo. He was formerly Asst. Elev. Superintendent.

HARRY C. FUNK has accepted position of manager of Anderson Elev. & Feed Co., Anderson, S. C. He goes there from Grand Island, Nebr. where he was Elev. Superintendent, Nebraska Consolidated Mills Co.

JOHN W. JORGENSEN has replaced John Maki as Superintendent, Globe Elevators, F. H. Peavey & Co., Duluth, Minn. Mr. Maki has retired on account of failing health.



YOU Saw IT AT THE SOGES CONVENTION

We had a hunch you'd like it. And **did** you! Thanks a million for the keen interest displayed and for the many nice things you said about the sensational

Sheldrick **UNIVERSAL** MOISTURE TESTER

The Greatest Advancement in Twenty Years

You **saw** how the Universal did its own figuring...eliminating cumbersome charts and bothersome mathematical calculations.

You **saw** it give the same reading repeatedly on the same sample. You **saw** how the built-in thermometer allows quick temperature readings...the absolute control of instrument and materials...the ease, speed and simplicity of operation.

You can **bet your boots** that a Universal Tester will give **you** the speedy, carefree and consistently accurate performance you **saw** demonstrated...for **all** Universal Testers are precision-built by Sheldrick to function in precisely the same unrivalled manner...and a free trial will **prove** it.



1316-O SHERMAN AVE., EVANSTON, ILL.

SHOOTING AT 4,500,000 MARK

H. C. Edwards, Jr., vice president of the B. I. Weller Company, manufacturers of the Calumet Super Capacity Elevator Cup and Biwelco Metal Products, refreshes our memory with the fact that the 1,000,000th Calumet Cup was produced December 28th, 1943. To put it in Mr. Edwards' own words:

"We considered that quite an achievement, for 1,000,000 is a lot of elevator cups. Recently, however, in checking the records we found that up to December 28th, 1949, more than 3,500,000 Calumet Cups had been installed in elevators throughout the world, not including Canada. Calumet's rapid growth in the past six years can be attributed, for the most part, to its greatest attribute...

performance. Can you blame us for beaming with smiles?"

They now have sights trained on the 4,500,000 mark and from all indications will ring the bell before many more months roll by.

OVERFLOW VALVE FOR ELEVATOR LEGS

A new overflow valve for elevator legs, designed to eliminate a recurring source of delay and expense in the grain handling business, has just been introduced by the J. J. Gerber Sheet Metal Works, of Minneapolis. The overflow valve is a positive safeguard against "backlegging" and the resulting clogging of boots or heads in elevator legs. R. A. Gerber, president, declares.

"The new overflow valve", he states, "requires no watching, and

installation is simple and permanent. As grain backs up from the overloaded distributor, weight of the grain opens the overflow valve and overflow grain is diverted to spouts leading to the pit, or to any spouts or bins desired. As a result, none of the grain is forced back into the leg, where it could tear off buckets or force a stall."

LIGHTWEIGHT ALUMINUM SCOOPS

Scoop weight is cut in half with the use of aluminum. A Seedburo aluminum alloy grain and coal scoop it is claimed, eliminates 3 to 5 lbs. of dead weight with every stroke one takes. That would total as much as 2 to 3 tons of dead weight during a day's work.

These aluminum shovels are acid resistant and spark resistant. There is added protection against fires and explosions. Blades are made of 10-gauge, heat-treated, long-wearing aluminum alloy, with Moly split-D handles, aluminum rivets, clips and bands. Write for additional information to Seedburo Equipment Co., 726 Converse Bldg., Chicago 6, Ill.

DIESEL QUIZ

The "GM Diesel Quiz", a new pamphlet describing the features, characteristics and application of the General Motors Diesel engine, was recently put into circulation by the Detroit Diesel Engine Division.

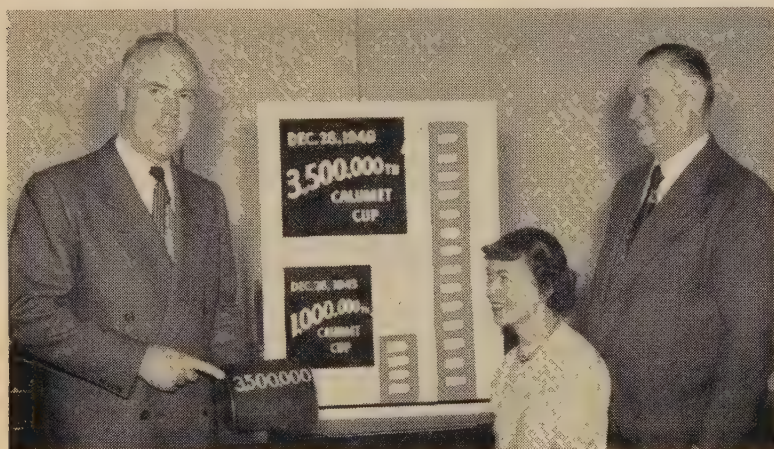
Designed in the popular questionnaire format, the "Quiz" provides simple, easy-to-understand answers to 17 basic questions about the design and operation of GM Diesel engines. It was introduced principally as a hand-out piece at shows, fairs and exhibits, however you may receive a copy by addressing your request to Detroit Diesel Engine Division, 13400 W. Outer Drive, Detroit 28, Michigan.

NEW COMPACT BELT FEEDER

A compact, totally enclosed, yet fully accessible belt feeder for easy installation in tight places has recently been placed on the market by the Richardson Scale Co., Clifton, N. J.

Originally designed to deliver a continuous stream of material from an intermittently discharging automatic bulk scale, this unit has a wide range of applications as a feeder or "take-away" conveyor. A variable speed drive can be furnished which is automatically adjustable to vary the stream in conformity with the timed discharges of the automatic scale above, and so maintain a continuous, accurately weighed stream. It also features cantilever pulleys for endless belting, removable skirt plates and streamlined appearance.

It is available in lengths of from 18 to 60 inches, and in stream widths of 2, 4 and 6 inches with a rated capacity up to 1,500 cu. ft. per hr.



Left to right: H. C. Edwards, Jr., Vice Pres., his secretary, Mrs. Anderson, and Vasile Antoniu (Tony), Works Manager, of the B. I. Weller Co.

Fire and Dust Proof Removable Section

ELEVATORS

ELEVATOR CASINGS

SPIRAL CONVEYORS AND BOXES

SPOUTING AND BLOW-PIPING

THE "MILWAUKEE" CYCLONE DUST COLLECTOR

COMPLETE ELEVATING AND CONVEYING SYSTEMS

L. BURMEISTER CO.

MILWAUKEE (14)

WISCONSIN

Belt speed is from zero to 200 ft. per min. It can be driven by a single speed motor at either end; from line shaft; or by special infinitely variable speed drive when specified. Manual control, or a special remote control up to 30 starts per minute, is also available.

NEW BAUER DISTRIBUTORS

The Bauer Brothers Co., 1790 Sheridan Ave., Springfield, Ohio, announce the appointment of The A. E. Thompson Co., 817 Washington St., N., Minneapolis, as distributors of the Bauer line of grinding and processing equipment in Minnesota, Wisconsin, Iowa, North and South Dakota.

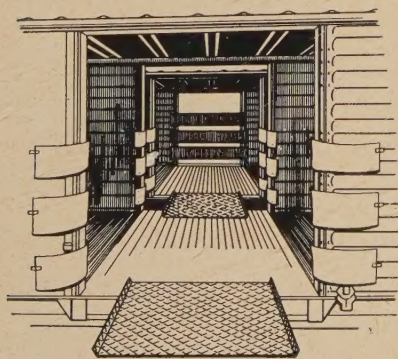
Bauer Brothers are manufacturers of both high and low speed types of hammer mills, single and double disc attrition mills, crusher feeders, and permanent magnets. The Bauer slow speed hammer mill features a screen change which can be effected from the work floor without stopping the grinder; also a separately powered fan.

Established in 1878, the Bauer concern has had many years of experience in design and construction of hammer and attrition mills. Numerous improvements for custom mill operation are said to be incorporated in the latest models.

The A. E. Thompson Co., has distributed feed milling equipment in the northwest area for 28 years.

NEW DUPLEX RETAINING STRIPS FOR SIGNODE DOORS

Developed by Signode Steel Strapping Company as a companion unit to its well known one-piece retaining strips, duplex strips recently have been made available to all shippers.



Two cars ready for loading with Signode retaining strips in position. Note that retaining strips on three nearer doors have been severed in the center and dropped back out of the way.

Thoroughly field tested, these duplex strips not only protect the lading, but also make the loading of packaged commodities quicker and easier than ever before.

In the use of the duplex retaining strips, the procedure recommended by Signode is to brace the off door of

the farther car with regular retaining strips. The new duplex retaining strips are then applied to all other doors, leaving enough slack to permit them to be severed down the center and finally resealed.

After all retaining strips have been applied, the duplex retaining strips are severed down the center as mentioned, and draped out of the way. This permits workmen to walk through the cars, loading them progressively from the farther car to the nearer. After a car is completely loaded, the ends of the severed duplex retaining strips are then brought together, overlapped, tensioned and sealed in one simple operation.

Signode retaining strips, used for many years by thousands of shippers are said to prevent side-shifting of load, protect against car doorway damage, reduce dunnage and eliminate the need for car doorway liners. They are made of heavy duty kraft paper, reinforced top and bottom with strong Signode steel strapping.

NEW GERMAN BOX CAR

Reports from Dorstfelden, Germany say that a new railroad box car has been developed there that can be unloaded in a few seconds. There is an air pressure device that tilts the car. Gross loaded weight is 165 tons and capacity 3,178 cu. ft.



Protect Your Future — Expand Elevator Capacity Now with Stran-Steel Quonsets

More than 150 commercial elevator operators in 20 states have already erected Quonset horizontal elevator buildings. These farsighted businessmen, by expanding their storage facilities now to take care of the price support emergency, are protecting their futures and acquiring multi-purpose space for more profitable operation.

Minimum-investment Quonsets suitable for elevator operations are obtainable in sizes to store from 10,000 to 100,000 or more bushels safely and economically.

All-steel Quonsets are ideal for grain storage. They're weather-proof, vermin-proof, rot-proof, highly fire resistant—and they're low in cost, quick to erect, and always readily obtainable. See your nearest Quonset dealer today, or write us for detailed information.

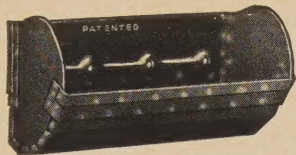
GREAT LAKES STEEL CORPORATION

Stran-Steel Division • Dept. 97 • Ecorse, Detroit 29, Michigan

UNIT OF NATIONAL STEEL CORPORATION



Stran-Steel and Quonset
Reg. U.S. Pat. Off.



**THE FACT STILL
REMAINS
THAT
SUPERIOR ELEVATOR
CUPS
ARE
MADE STRONGER
WILL
LAST LONGER
HAVE
GREATER CAPACITY**

and will operate more efficiently
at less cost than other elevator cups.

"DP" - "OK"

"CC" - "V"

write to

**K. I. WILLIS
CORPORATION
MOLINE, ILLINOIS**

for names of distributors
and analysis form No. 20

GLIDDEN MAN IS GERMAN NUTRITIONAL ADVISOR

C. Kenneth Shuman, Director of Research and Development for the Glidden Company's Feed Mill Division in Indianapolis, has been selected by the Soya Food Research Council to visit Western Germany as a nutritional advisor to the German Food Administration.

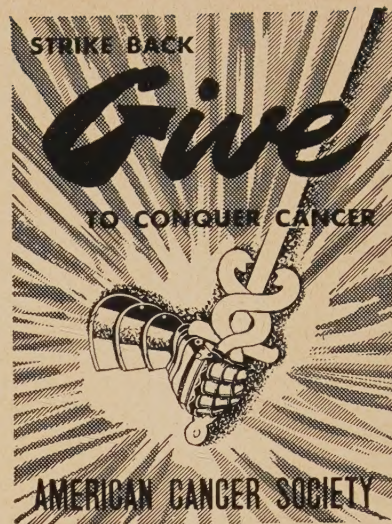
A nationally-recognized nutritional expert, Mr. Shuman will advise the German government on ways to enrich bakery and meat products with edible soya food products such as soya flour, grits, and flakes as produced in the United States.

Designed to help alleviate the serious protein shortage in Western Germany, the project will consist largely of presenting an intensive technical and educational campaign before leaders of the German Food Administration.

Mr. Shuman will represent the Soya Food Research Council and has the full co-operation of the U. S. Department of Agriculture and ECA.

BILL ESSMUELLER DIES

W. C. (Bill) Essmuller, head of the Essmuller Mill Furnishing Co., St. Louis, Mo., passed away on Mar. 22. He had a host of friends in the grain and grain processing industries and had been identified with the firm, founded by his father virtually all his



life. Funeral services were held on Saturday, Mar. 25.

CROMBIE LOSES FATHER

The father of Frank Crombie died in Scotland on Feb. 19, aged 85 years. Frank, as everyone should know, is Superintendent of the Continental Grain Company's Rock Island Elevator in South Chicago.

CLASSIFIED

SITUATION WANTED: Experienced (23 yrs.) superintendent to capably handle terminal or mill elevator. Age 44, good health and can furnish excellent character references and ability recommendations. Address: G250, c/o GRAIN, 327 S. LaSalle St., Chicago (4) Ill.

SITUATION WANTED — Well-experienced maltster and grain elevator superintendent for brewery or elevator. Excellent background with A-1 references. Will start at once. Address: 5G50, c/o GRAIN, 327 S. LaSalle St., Chicago (4) Ill.

WANTED — Experienced elevator and plant superintendent for 250,000 bu. terminal house in Midwest operating flour mills and grain drier. Man selected must be familiar with all phases. Excellent opportunity. Salary open. Address 4G50, c/o GRAIN, 327 S. LaSalle St., Chicago (4) Ill.

WANTED — Efficient superintendent for grain elevator located in smaller Midwestern terminal area. Must know operational functions and possess A-1 references. Splendid opportunity for the right man. Address 3G50, c/o GRAIN, 327 S. LaSalle St., Chicago (4) Ill.

BRUSHES RIGHT—FROM THE START— In Quality and Workmanship



WRITE
FOR
PRICES.



Separator Brushes

↑ We can furnish separator brushes for any machine.

← The STAR Warehouse Push Broom

This is the broom that is used by most large terminal elevators for sweeping grain out of box cars.

Brushes for Every Commercial and Industrial Use

FLOUR CITY BRUSH CO., Minneapolis 15, Minn.

JONES-HETTELSATER CONSTRUCTION COMPANY

Designers and Builders

Mills

Elevators

Feed Plants

1911 BALTIMORE AVENUE
KANSAS CITY 8, MISSOURI

SPECIAL BOOKS

For Grain and Feed Men

(All prices quoted on books and forms are postpaid.)

CONSTRUCTION TEXTS

Grain Elevators of North America (5th ed.)	\$5.50
Design of Walls, Bins and Grain Elevators—Ketchum	6.25
Belt Conveyors & Belt Elevators—Hetzel	6.75

FEED TEXTS

Feeds & Feeding—Morrison (21st ed.)	\$7.25
Feed Trade Manual	3.00

QUOTATIONS, P & S, CONFIRMATIONS

Robinson Code	\$3.00
#97 Daily Market Quotations Record	2.50
PPB Price Posting Bulletin	6.50
18 Purchase & Sale Contracts Record	4.95
6 Confirmation Blanks (Trip)	1.75
42 Double Indexed Car Register	7.25
40 Double Indexed Car Register	5.25

CONTRACTS, STORAGE RECEIPTS

#10-D Growers' Grain Contracts (Dup)	\$1.95
10½-T " " " (Trip)	2.35
15 SR Grain Storage Receipts (Dup)	1.90

REDUCTION TABLES

#3275 Direct Reduction Tables—600 to 12,090 lbs. (32, 48, 56, 60, 70, 75)	\$3.00
23090 Direct Reduction Tables—12,100 to 23,090 lbs. (32, 48, 56, 60, 70, 75)	3.00
Clark's Truck to Carload Grain Tables 20,000 to 140,950 lbs. (32, 48, 56, 60)	4.75
Clark's Decimal Wheat Values Table	4.00
Rhodes #3 Wheat Calculator — 10 to 108,000 lbs.; 25c to \$1.35 by 1c rises	9.25
Rhodes #10 Wheat Calculator — 10 to 132,000 lbs.; \$1.35 to \$2.25 by 1c rises	10.25
Rhodes #6 Corn Calculator — 10 to 400,000 lbs.; 50c to \$1.50 by 1c rises	10.25
Ropp's Calculator	2.75

SCALE TICKETS

#69 Crop Delivery Record (Dup)	\$2.10
62 Duplicating Scale Ticket Book	2.95
73 Scale Ticket Copying Book (Dup)	2.90
51 Scale and Credit Tickets (Dup)	1.85
19-D Improved Grain Tickets (Dup)	1.80
19½-T " " " (Trip)	2.15

Dup—Indicates Duplicating form; Trip—Triplicating form.

RECEIVING RECORDS

#23 Grain Scale Book Record	\$6.75
23-XX " " "	10.50
22 " " " (loose leaf)	16.65
43 Grain Receiving Ledger	5.75
43-XX " " "	9.25
12-AA Grain Receiving Register	5.00
11 " " " (loose leaf)	17.00
321 Receiving & Stock Book Record	5.25
380 Loads of Grain Received Record	5.50
381 " " " " "	4.50

SAFETY SAMPLE ENVELOPES

(F.O.B. Chicago)

Grain Size—100 @ \$2.80; 250 @ \$4.65; 500 @ \$7.50;	
1000 @ \$13.50; 2500 @ \$31.00; 5000 @ \$60.00.	
Seed Size—100 @ \$2.55; 250 @ \$4.15; 500 @ \$6.55;	
1000 @ \$11.50; 2500 @ \$26.25; 5000 @ \$51.00.	

SHIPPING RECORDS

#385 Record of Cars Shipped	\$5.50
14-AA Sales, Shipments & Returns Record	7.00
24 Grain Shipping Ledger	6.50
20 Shippers' Record Book	5.25

AFFIDAVITS, LEAKING REPORTS, ETC.

#3 Shipping Notices (Dup)	\$1.65
7 Affidavit of Weight (Dup)	1.70
89 Shippers' Weight Certificates (Dup)	1.90
5 Leaking Car Report Blanks	1.25

CLAIM BLANKS

#411-A Loss of Weight in Transit Claims	\$4.00
411-5 60 Form A; 10 Loss in Market Value due to Delay in Transit; 10 Loss in Quality due to Delay in Transit; 10 Loss in Market Value due to Delay in Furnishing Cars, and 10 Overcharge in Weight or Freight	4.50

COAL BOOKS & TABLES

#44 Record of Coal Sales	\$6.25
Coal Dealer's Friend	3.50
Davis Coal Value Tables No. 1	3.25

WRITE FOR ILLUSTRATED DESCRIPTIVE CATALOG TODAY!

GRAIN & FEED JOURNALS, CONSOLIDATED

327 South La Salle Street

Phone WAbash 2-6721

Chicago 4, Illinois



It Costs Too Much!

YES, That's Right!!... It Costs Far Too Dearly To Permit Your Plant Restoration Work To Be Delayed Even a Single Season . . . Those With Costly Past Experience Know That The Rate Of Deterioration ZOOMS Upwards With The Passing Of Each Successive Year . . . Hence The Cost Of An Intelligent Periodic Building Maintenance Program Quickly And Profitably Liquidates Itself IN EVERY WAY!

YOU, Too, Will Find That Protecting Your Investment Is Especially Wise, Particularly When You Can Depend So Completely Upon . . .



Every Day The Elements Are Gnawing Away at Your Properties, Eating Up and Tearing Down Your "House Of Cards." Why Not Protect Yourself As Best You Can By Consulting With . . .

John D. Bolton & Co.

Gunite Contractors

910 Custer Avenue

Evanston, Illinois